

MASON'S
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No. 20,437 號七第百四零萬二第 日八十月一十年亥癸 HONGKONG, TUESDAY, DECEMBER 25TH, 1923. 二拜禮 號五廿月二十年二十國民華中 PRICE, \$3 PER MONTH

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TIME-TABLE

WEEK-DAYS	
1.00 a.m. to 7.10 a.m.	every 15 minutes
7.30 " " 8.00 " "	" " 10 " "
8.00 " " 8.30 " "	" " 10 " "
8.30 " " 8.47 " "	Non Stop
8.47 " " 8.54 " "	Non Stop
8.54 " " 9.04 " "	Non Stop
9.04 " " 9.11 " "	Non Stop
9.11 " " 9.20 " "	Non Stop
9.20 " " 9.30 a.m. to 11.00 a.m.	every 10 minutes
11.30 " " 12.00 p.m. " "	" " 15 " "
12.00 " " 12.47 " "	Non Stop
12.47 " " 12.57 " "	Non Stop
12.57 " " 1.04 " "	Non Stop
1.04 " " 1.13 " "	Non Stop
1.13 " " 1.20 " "	Non Stop
1.20 " " 1.30 p.m. to 4.00 p.m.	every 10 minutes
4.00 " " 4.30 " "	" " 15 " "
4.30 " " 4.40 " "	Non Stop
4.40 " " 4.47 " "	Non Stop
4.47 " " 4.57 " "	Non Stop
4.57 " " 5.04 " "	Non Stop
5.04 " " 5.13 " "	Non Stop
5.13 " " 5.20 " "	Non Stop
5.20 " " 5.30 " "	Non Stop
5.30 " " 5.37 " "	Non Stop
5.37 " " 5.47 " "	Non Stop
5.47 " " 5.54 " "	Non Stop
5.54 " " 6.03 " "	Non Stop
6.03 " " 6.10 " "	Non Stop

SUNDAYS	
1.00 a.m. to 7.10 a.m.	every 15 minutes
7.30 " " 8.00 " "	" " 10 " "
8.00 " " 8.15 " "	" " 15 " "
8.15 " " 8.30 noon " "	" " 15 " "
8.30 noon " " 1.00 p.m.	" " 10 " "
1.00 p.m. to 2.30 p.m.	" " 15 " "
2.30 " " 2.40 " "	Non Stop
2.40 " " 2.50 " "	Non Stop
2.50 " " 3.00 " "	Non Stop
3.00 " " 3.07 " "	Non Stop
3.07 " " 3.17 " "	Non Stop
3.17 " " 3.27 " "	Non Stop
3.27 " " 3.37 " "	Non Stop
3.37 " " 3.47 " "	Non Stop
3.47 " " 3.54 " "	Non Stop
3.54 " " 4.03 " "	Non Stop
4.03 " " 4.10 " "	Non Stop

SATURDAYS:
Extra Car—12 midnight.
NIGHT CARS—WEEKDAYS AND SUNDAYS
8.50 p.m., 9.00 p.m., 9.30 p.m.
10 p.m. to 11.00 p.m. every 30 minutes
11.15 " " 11.45 " " 12 " " ping
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BY ARRANGEMENT AT THE COMPANY'S OFFICE
ALEXANDRIA BUILDING
Hong Kong 1st June, 1923.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon	6.41	7.10	8.35	9.15	10.38	12.00	1.18	4.34	5.27
Yau Ma Tei	6.51	7.18	8.45	9.25	10.48	12.10	1.27	4.43	5.37
Shatin	7.03	7.30	8.55	9.35	10.58	12.20	1.37	4.53	5.47
Tai Po	7.17	7.44	9.05	9.45	11.08	12.30	1.47	5.03	5.57
Tai Po Market	7.22	7.49	9.10	9.50	11.13	12.35	1.52	5.08	6.02
Fanling	7.33	8.00	9.20	10.00	11.23	12.45	2.02	5.18	6.12
Sheung Shui	7.38	8.05	9.25	10.05	11.28	12.50	2.07	5.23	6.17
Shum Chun	7.44	8.11	9.30	10.10	11.33	12.55	2.12	5.28	6.22
Shek Lung	7.44	8.11	9.30	10.10	11.33	12.55	2.12	5.28	6.22
Canton	7.44	8.11	9.30	10.10	11.33	12.55	2.12	5.28	6.22

	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.
Canton	7.22	8.06	9.28	10.37	11.40	12.58	4.38	5.12	6.05
Shek Lung	7.22	8.06	9.28	10.37	11.40	12.58	4.38	5.12	6.05
Shum Chun	7.22	8.06	9.28	10.37	11.40	12.58	4.38	5.12	6.05
Sheung Shui	7.22	8.06	9.28	10.37	11.40	12.58	4.38	5.12	6.05
Fanling	7.22	8.06	9.28	10.37	11.40	12.58	4.38	5.12	6.05
Tai Po Market	7.22	8.06	9.28	10.37	11.40	12.58	4.38	5.12	6.05
Tai Po	7.22	8.06	9.28	10.37	11.40	12.58	4.38	5.12	6.05
Shatin	7.22	8.06	9.28	10.37	11.40	12.58	4.38	5.12	6.05
Yau Ma Tei	7.22	8.06	9.28	10.37	11.40	12.58	4.38	5.12	6.05
Kowloon	7.22	8.06	9.28	10.37	11.40	12.58	4.38	5.12	6.05

SHA TAU KOK BRANCH.

Fanling	7.45	8.13	9.20	10.30	11.40	12.50	1.05	5.00
Shatankok	8.40	9.08	10.15	11.25	12.35	1.45	5.00	5.55

Further information may be obtained at the Railway Offices, Kowloon, or from Messrs. Thos. Cook & Son, Hongkong, or from THE AMERICAN EXPRESS COMPANY, Hongkong.

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S.S. "SUI AN," leaves Hongkong at 9 a.m., and returns from Macao at 3 p.m.

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HONGKONG HOTEL

BOXING NIGHT, December 26th

GRAND CARNIVAL

DINNER DANCE

(Fancy or Evening Dress Optional)

LATE CAR TO THE PEAK 2.30 A.M.

REPULSE BAY HOTEL.

BOXING DAY, December 26th

SPECIAL TEA DANCE

NEW YEAR'S Eve, December 31st

GRAND NEW YEAR CELEBRATION

DINNER DANCE

Augmented Jazz Orchestra

(Fancy or evening Dress Optional)

LATE CAR TO THE PEAK 2.30 A.M.

Tables may now be reserved

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Bag to Notify Customers that Assorted Hampers suitable for the Festive Season may be obtained from them at the following Reduced Rates:—

No. 1 HAMPER—\$35.

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| 1 Qt. Meot & Chandon Dry Imp. Champagne. | 1 Qt. Superb Tawny Port. |
| 1 Qt. Blackberry Brandy. | 2 Qts. St. Julien Claret. |
| 1 Pt. D.O.M. | 1 Qt. Old Brown Sherry B.S. |
| 1 Qt. Martell's XXX Brandy. | 1 Qt. D.C.L. Old Tom or Dry Gin. |
| 2 Qts. King Geo. IV or Perfection Whisky. | 1 Qt. Burgoyne's Australian Burgundy. |
| | 1 phial Pomeranian Bitters. |

No. 2 HAMPER—\$30.

- | |
|---|
| 1 Qt. Guilleminet Champagne. |
| 1 Pt. D.O.M. |
| 1 Qt. Burgoyne's Burgundy. |
| 1 Qt. Martell's XXX Brandy. |
| 2 Qts. King Geo. IV or Perfection Whisky. |
| 2 Qts. Tawny Dry Port. |
| 2 Qts. St. Julien Claret. |
| 1 Qt. D.C.L. Old Tom or Dry Gin. |
| 1 Qt. Vio de Pasto Sherry. |
| 1 phial Pomeranian Bitters. |

No. 3 HAMPER—\$25.

- | |
|---|
| 1 Qt. Burgoyne's Burgundy. |
| 1 Pt. G.F. Peppermint. |
| 1 Pt. D.O.M. |
| 2 Qts. Sup. E.O. Port. |
| 2 Qts. King Geo. IV or Perfection Whisky. |
| 1 Qt. Engstrand's XXX Brandy. |
| 1 Qt. Amontillado Sherry W.S. |
| 2 Qts. Medoc Claret. |
| 1 Qt. D.C.L. Old Tom or Dry Gin. |
| 1 phial Pomeranian Bitters. |

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SCOTTISH LETTER.

EFFECTS OF EMIGRATION.

(FROM OUR OWN CORRESPONDENT.)

EDINBURGH, November 7th.
Emigration is always regrettable when it is a necessity, but it is doubtful if its effects on the homeland are quite so definitely bad as the habitual pessimist would have us believe. It takes a lot of emigration to bring about serious depopulation. This is borne out by the annual report of the Registrar-General for Scotland, just published. The population in the middle of the year 1922 was estimated at 4,904,458, showing an annual increase of nearly 29,000. Between the middle of 1921 and the middle of 1922, Scotland lost 24,660 people by emigration, but the excess of births over deaths was 46,623. These figures do not, of course, dispose of the fact that we are losing more skilled workers than we can afford. Here is the real tragedy of this period of depression. Not that the skilled workers are leaving us, but that for lack of work, there can be no training of young men to take their places. The one embarrasment is temporary; the other may not be righted for many years to come.

THE LOCAL VETO POLLS.

A start has been made with the 1923 polls under the provisions of the Temperance (Scotland) Act, and the election will not close till December 20th. As on the occasion of the election three years ago, the issue is threefold—no change, limitation, and no-licence. In 1920 polls were held in 548 areas—the poll on this occasion is confined to burghs, voting in the counties being postponed to synchronize with the County Council elections—and as a result 41 areas adopted No-Licence, and 35 favoured limitation, thus cancelling 436 licences. Subsequent litigation, however, reversed the decisions in several areas, and in the end the number of licences cancelled was 331. The total number of votes cast in 1920 was 1,179,798, made up thus:—

No Change	707,094
Limitation	19,393
No-Licence	453,309

SCARCITY OF GOLF TIMBER.

America came to us for the game of golf, but we go to them for much of its material. An expert, just returned from a visit to the States—where he got directly for himself—has converted into shafts for clubs—tells us there is great scarcity of the class of hickory the top-notchers in golf want. Any amount of "dud" stuff, he says, but scarcity of the real material that makes a shaft to be prized for an age.

I was greatly astonished a number of years ago at a championship to have it told me by Harold Hilton that the club with which he had made the final winning shot had been in his bag for over 20 years.

FREEMASONRY.

At the quarterly communication of the Grand Lodge of Scotland, the Earl of Elgin, Grand Master, announced that the Prince of Wales had consented to become an honorary member of Grand Lodge, and the necessary motion will be made on St. Andrew's Day. The Earl of Elgin was unanimously re-elected Grand Master; Sir Alexander Gibb, G.B.E., Senior Grand Warden; and The Master of Saltoun, Junior Grand Warden.

ADVANTAGES OF POVERTY.
The students of Glasgow University Union were treated to a sample of Mr. Hilaire Belloc in his raciest manner in an address upon Poverty, "that circumstance to which much the greater part of you are doomed." No poor man can sink into lethargy and sloth, he declared. The great advantage was that the poor man soon gave up the horrible vice of lying, the natural habit of man which, never, he found of so help to him. Only the poor, and generally the old, told the truth. The first rule for achieving poverty was therefore to learn to tell the truth, both unpleasant and pleasant. Gambling upon horses if they were unacquainted with the movements and nature of the animal was another royal road. The third was the exercise of judgment. Two Cabinet Ministers, both very rich and both very wicked, agreed after a short discussion that judgment was more efficacious than any work for attaining poverty. In good judgment they were prognosticating events far hence, whereas in gambling they were dealing only with events a day or so distant; therefore good judgment was the better way of the two. In a word, the three ways were, in order of precedence, good judgment, telling the truth, and hard work. There was no good rule for escaping poverty; it was a matter of luck; it just happened. They got a berth, a regular income, increasing charges, then Marx imposed inflation, and they believed their end.

THE BAN ON DANCING.
Truth does not necessarily improve a story but it often adds to its interest, and here is an example. An English family went to Cromarty and took a house there. They brought an English housekeeper and engaged local Scottish servants. Ships of the Atlantic Fleet came in, and there was a big lower-deck dance to one of them, to which one of the Scottish maids went with a Cromarty lad. The girl returned at one o'clock in the morning, and in the circumstances her mistress made no objection to the lateness of the hour; but the next morning the girl's mother came round in extreme agitation. She rated the girl for a long time on the wickedness of dances, and ended up with a final clinching argument—"Diana ye ken," cried she, "that John the Baptist lost his head through dancing! Think it over; it is worth while!"

On behalf of the Empire, the Prince of Wales, on November 9th, opened Chatham House, St. James's-square, once the residence of Lord Chatham, which will henceforward be the headquarters of the British Institute of International Affairs. The building is presented by Colonel and Mrs. Leonard, and in accepting the gift his Royal Highness pointed out that the donors were both Canadians born, and it was singularly fitting for Lord Chatham, we owed it that the British flag waved over Canada to-day.

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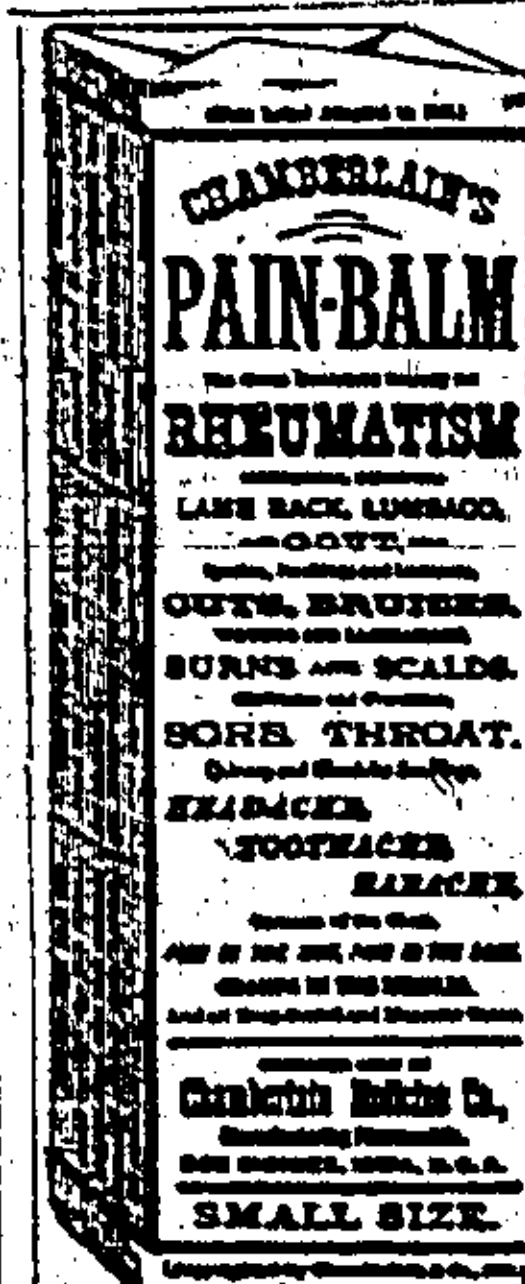
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HER BABY WAS GONE WHERE?

She looked into the Love-starved Eyes of an Unworthy Mother's Child.

Her Great Warm Heart Throbbled to give it What Fate had denied

Them both.

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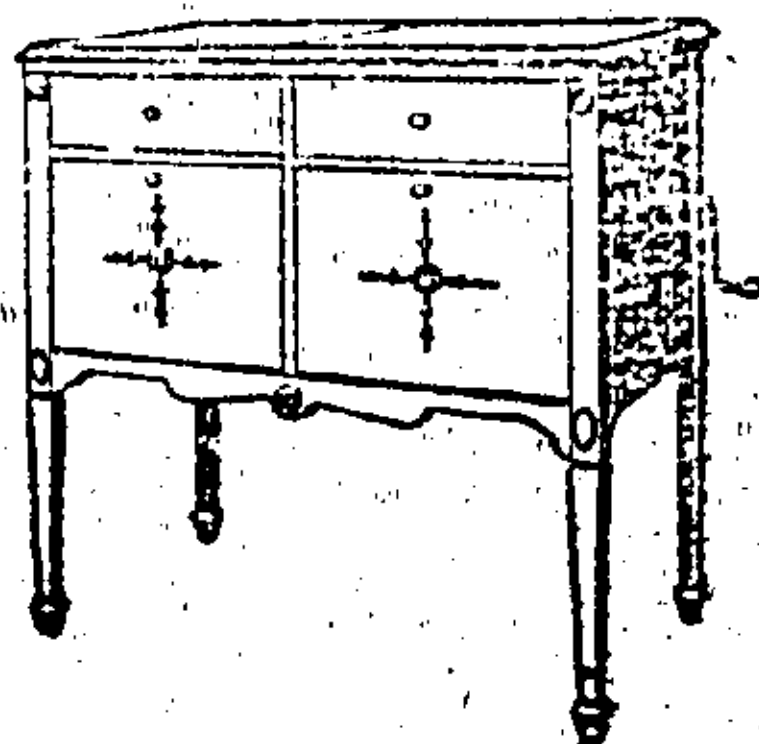
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**EARTHQUAKE DAMAGE
IN JAPAN.
LOSSES OF MANUFACTURING
INDUSTRIES.
PROSPECTS OF RESTORATION.**

The report prepared by the Department of Agriculture and Commerce on conditions in the earthquake-stricken districts in the middle of October is now available. The report does not pretend to be accurate, and confines itself to such industries as dyeing, machinery, chemical and kindred manufactures.

Cotton spinning—Estimated damage ¥125,000,000; percentage of total, 22. A complete recovery will take a year, but factories damaged less severely have begun repair work and the greater part will be placed on the footing before the disaster.

Cotton Textiles—Damage ¥117,000,000, or 17 per cent. Work has been resumed where damage was slight and business has been controlled by large cotton spinning concerns. It will take a full year to restore the plants completely wrecked. Some cases are reported where nothing definite can be said regarding recovery. Small factories in Satsuma prefecture are in a fair way to start again.

Mousseline mills—Damage ¥37,000,000, or 52 per cent. At least a year must elapse before the industry can be restored in full. Factories of a similar nature have sustained damage to the extent of ¥35,000,000, or 46 per cent.

Knitting—Damage ¥13,500,000, or 24 per cent. Factories are all on a small scale, and slow to recover.

Export silk textiles—Damage ¥9,700,000, or 60 per cent. Outlook is gloomy. No factory has resumed work.

Export cotton textiles—Damage ¥61,000,000, or 35 per cent. Slow to recover.

Electric supplies—Damage ¥35,000,000, or 55 per cent. Shanties are being put up for temporary use. When work will begin is not known.

Communications apparatus—Damage ¥13,000,000, or 88 per cent. Adjustment is going on where factories have been completely demolished, and work has been started where damage was partial. Shops burnt down may be put up on different sites, but building work has not been taken up yet.

Electric bulbs—Damage ¥3,500,000, or 70 per cent. The factories affected were all on a large scale. The damage was only partial, however. The output has been reduced by one-fourth. They will recover within a year.

Sawing mills—Damage ¥7,000,000, or 46 per cent. Shops have been put up in some cases, where work is going on. Others are preparing for starting. Stocks not wholly destroyed.

Printing machinery—Damage—Yen 3,110,000, or 69 per cent. Middle-sized shops have begun preparing plants fixed up in shanties, while smaller works have not been started. The recovery is expected to be quick, as printing is in strong demand.

Bicycles—Damage ¥4,200,000, or 53 per cent. Repairs are going on in some cases, and work has started in others, but most factories remain wrecked.

Automobiles—Damage ¥150,000, or 50 per cent. Repairs not started yet. One of the two factories where parts were manufactured have put up temporary shops and work is going on. Damages suffered by these are estimated at ¥2,400,000, or 80 per cent. of the whole capacity.

Rice refiners—Damage ¥1,500,000, or 72 per cent. There are no signs of recovery, but the demand being strong, arrangements have been made with affiliated shops undamaged to continue work. No definite date for restarting can be given in most cases.

Medical appliances—Damage—Yen 2,300,000, or 85 per cent. Larger factories have begun repair work, but the rest do not know when they are likely to begin.

Safts—Damage ¥1,400,000, or 77 per cent. Many shops have been put up for temporary purposes and work has been started.

Electric insulator cables—Damage ¥31,000,000, or 50 per cent. One of the works has started operations. Two large cable factories may begin work before the end of the year.

Bolt nuts—Damage ¥4,000,000, or 30 per cent. Debris is being cleared away, and some are putting up shanties. When work will begin is unknown.

Zinc plates—Damage—50 per cent. One factory is in preparation, the rest do not expect to begin for some time to come owing to short supply of materials and for monetary reasons.

Cooking utensils—Damage ¥2,000,000, or 10 per cent. Preparations are in fair progress.

Celluloid goods—Damage ¥5,000,000, or 60 per cent. Building work has not yet been started.

Glass-blowing—Damage ¥15,500,000, or 27 per cent. None have begun construction work.

Enamel goods—Damage ¥1,800,000, or 18 per cent. None have been restored yet.

Pencils—Damage ¥3,500,000, or 94 per cent. Shanties erected, but work not started yet.

Rubber manufactures—Damage—Yen 30,000,000, or 60 per cent. About 60 per cent. of the shops affected are planning to begin again. Where funds are available work will be started in two months to six.

Bricks—Damage ¥3,700,000, or 14 per cent. Work will be started in two months in some cases, and six months in others.

In the course of a special interview M. Poincaré emphasised the imperative necessity of maintaining the Entente which he described as "the keystone of the arch of European peace." On the question of the Ruhr he declared that throughout the occupation France had never for a moment considered exclusively her own interests, and always remembered that she was acting as the mandatory for all the Allies.

CHURCH SERVICES.

St. JOHN'S CATHEDRAL, Hongkong—Christmas Day, 1923.
Holy Communion (7 a.m. and 8 a.m.); Matins (11 a.m.);
Preacher: The Lord Bishop; Responses, Psalms, Venite, No. 3 Norris; Psalm, 119, 88 (to Tyle, 18th Evening); To Deum, Woodward, Smart, Tyle; Benedictus, Barnby (18th Morning); Hymns, (Processional), 81, 85, 62.

N.B.—Psalm 119, verses 1, 2, 7, 8 in unison. Psalm 88, verses 1, 4, 7, 12, 13 in unison.
Hymns, 62, verses 5 and 6.
Holy Communion (12 noon).

UNION CHURCH (Kennedy Road).—Service on Christmas Morning at 10.30 a.m. Preacher—Rev. J. Kirk Macdonald. Attention is asked to the attention of hour.
Hymns: 173, 168, 171, 175, 283. [1589]

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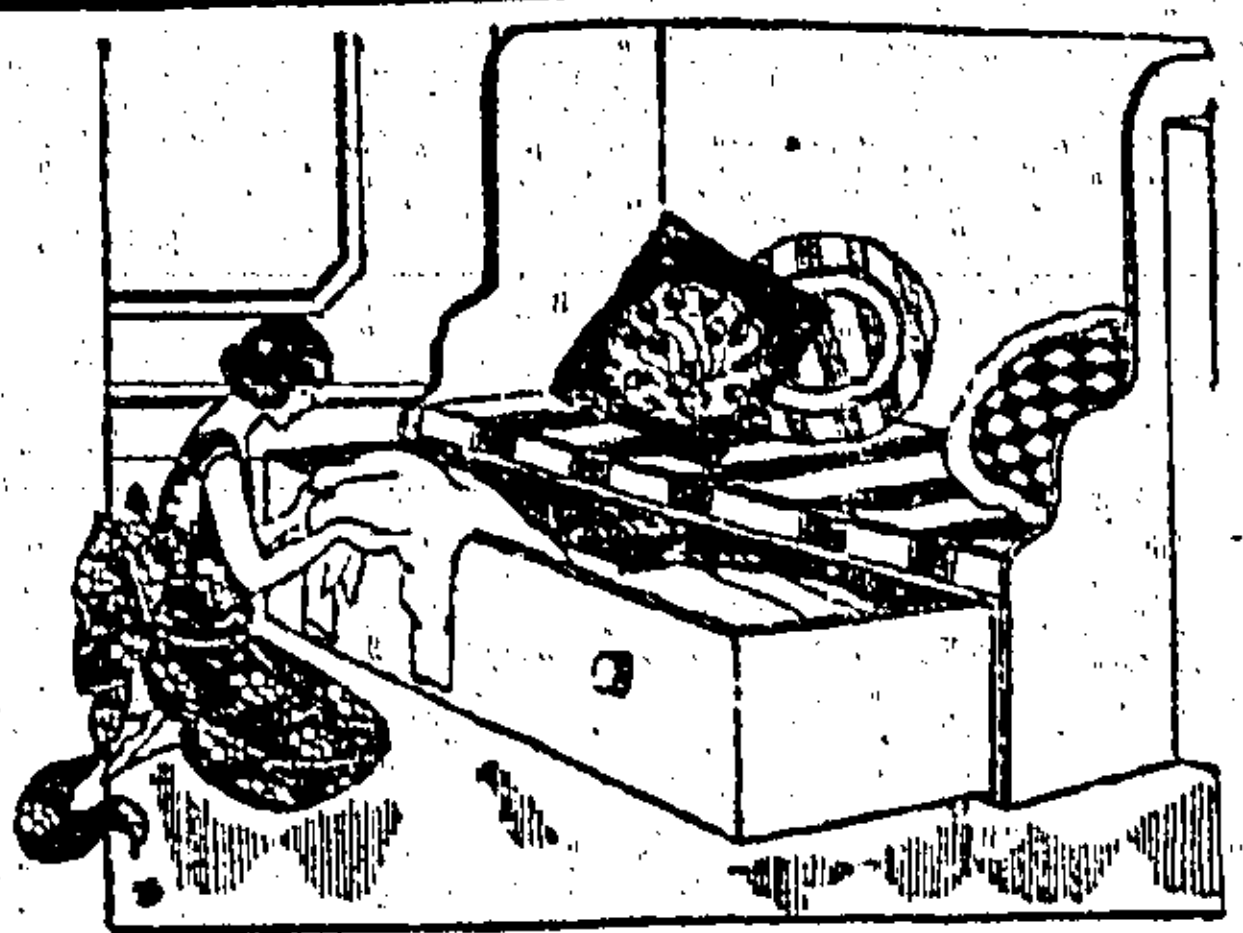
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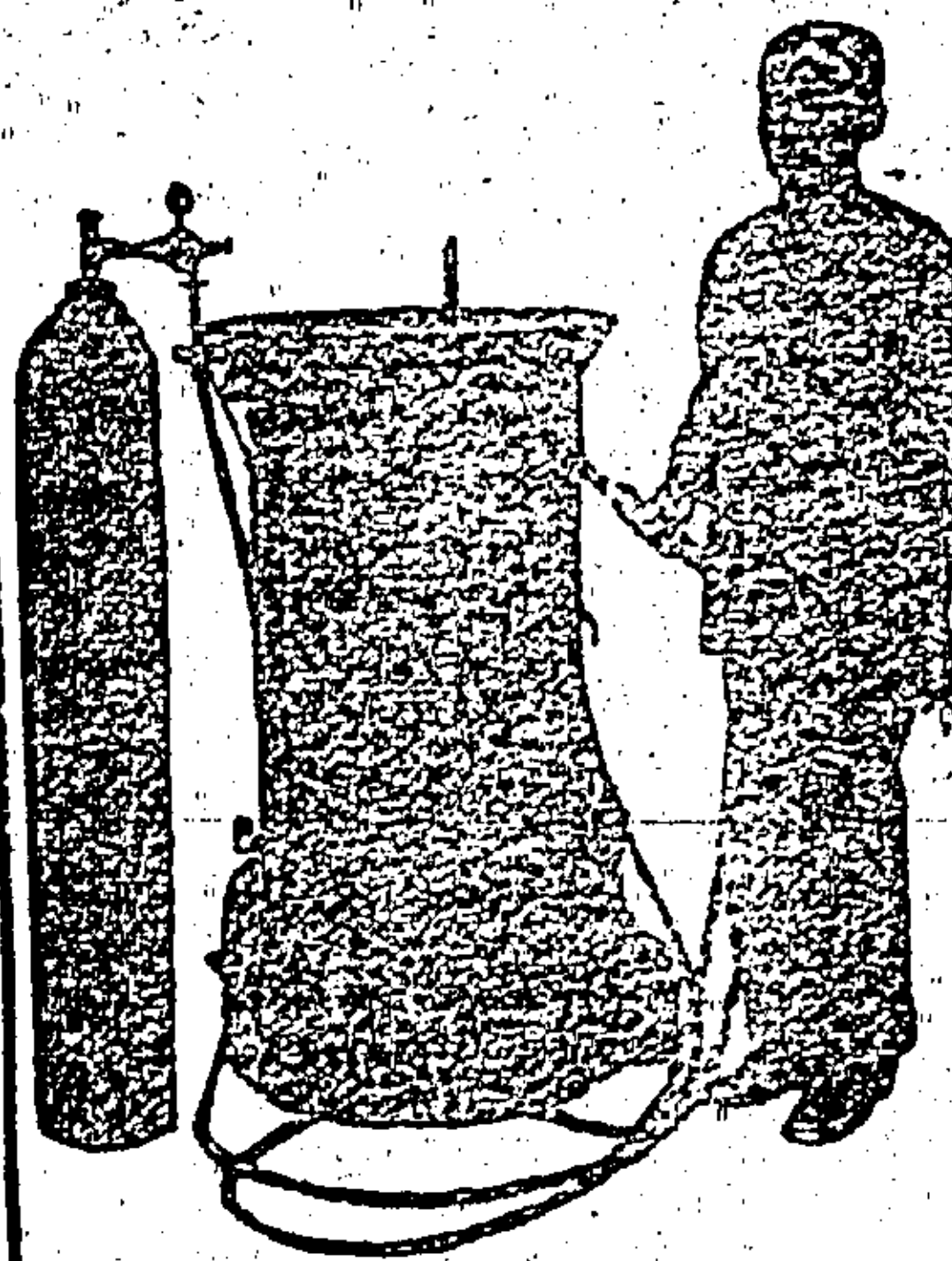
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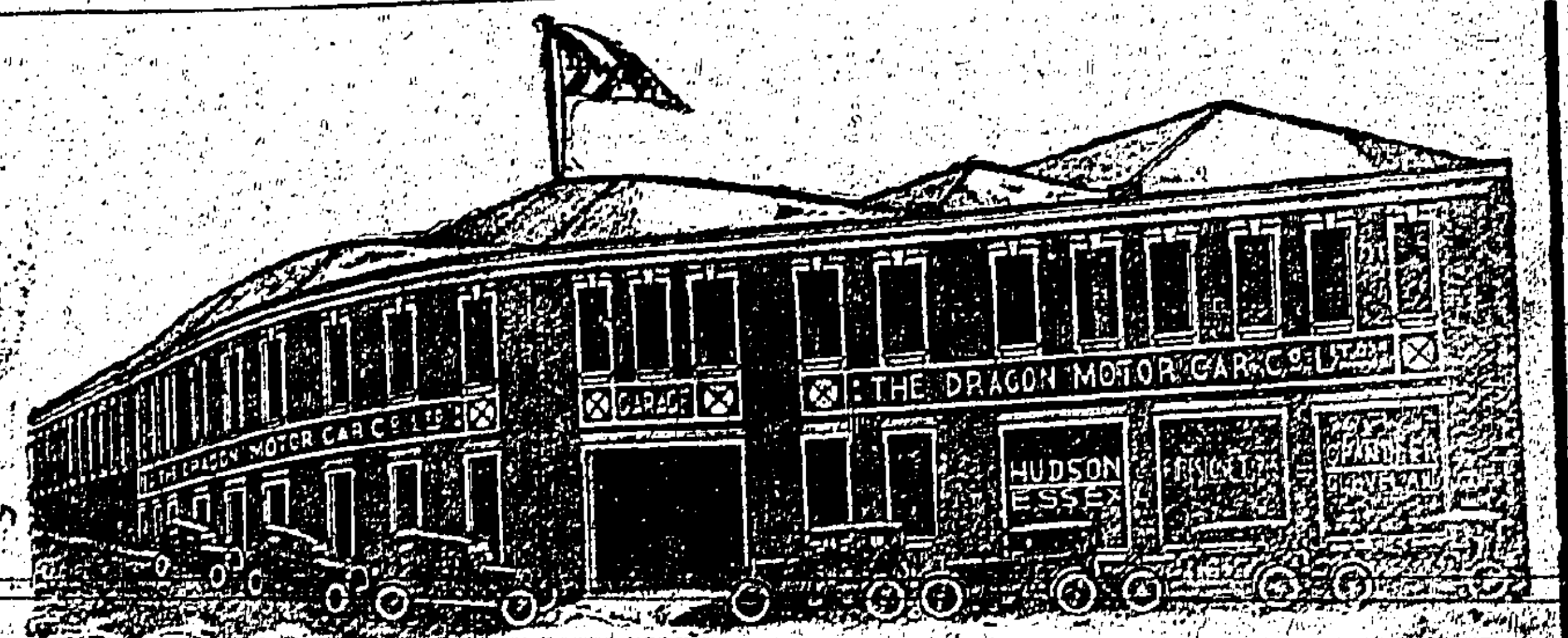
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EARTHQUAKE RELIEF WORK IN JAPAN. THE CHARGES AGAINST FOREIGNERS.

The Foreign Earthquake Relief Committee has brought to the attention of H.E. the Governor of Hyogo Ken, the articles published in certain Japanese newspapers which alleged that crimes upon Japanese women had been committed by the crew of a foreign ship which performed rescue work after the earthquake in Yokohama. The Committee has received from His Excellency a very courteous reply which is official proof that the newspaper articles in question are entirely false.

The Foreign Earthquake Relief Committee feel that a great injustice has been done by the publication of these slanders. Copies of the correspondence concerning this matter are therefore published in order that the truth may be made known.

Following is the correspondence:—
To His Excellency.

The Governor of Hyogo Ken.

SIR.—The Foreign Earthquake Relief Committee has directed me to draw to Your Excellency's attention, the following article which appeared in the *Japanese American Commercial Weekly*, published in New York by Mr. Joske Komori:—

"VILLAINOUS HELPERS.
If the facts of the rumours of atrocities committed by the crew of an English vessel in Japan, as printed in recent issues of several of the Japanese journals of the Pacific Coast, are true, then justice should take its course and deal out punishment in its severest form, but within the laws of a humane civilisation.

"The rumours, as told by the *New World* of San Francisco and the *Hoku-Bei Jiji* of Seattle, Wash., are to the effect that during the recent earthquake in Japan, when men, women and children sought refuge in the waters of Yokohama Bay from the general conflagration that swept the city, the crew of a British freighter, in a momentarily merciful mood, rescued a number of women and set sail for Kobe. On the way, the papers tell us, about fifty women were thrown overboard, to seal their lips from ever recounting the sordid tale—incredulous evidence of cruelty and violation of their persons.

"However, as late as an eye-witness to the inhuman and disgusting spectacle. As the *New World* tells us, the husband of one of the women, who found shelter in the vessel with her, was plunged into the vasty deep, only to be picked up a little later by a Japanese destroyer, to whose commander he related his story. The destroyer was then ordered full speed ahead to Kobe, reaching there before the British freighter, where the incident was reported to the harbour police authorities. Upon its arrival into port the freighter was immediately taken over by the authorities and the crew and its master were placed under arrest.

"To say the least, if credence can be attached to the rumours, the incident can be recorded as no less than the equal of the most notorious of high seas crimes. Preying upon helpless women, and especially at a time when enough misfortune had befallen them, is an act that a civilised world can never countenance.

"Though the incident may never become the basis of international complications, it bids fair to blossom out into an affair of no bright men, if proper action be not taken by England as well as by the Japanese Government.

"A punishment fitting the crime should be dealt the criminals, not only to satisfy the indignant Japanese public opinion, but to pay for the infringements of a humane principle held so sacred by the civilised world."

It has been reported that articles of a similar nature have also been published in local Japanese newspapers, but the Foreign Earthquake Relief Committee, although intimately connected with the work of Relief, has never heard of any evidence which would in any way substantiate these serious charges. Your Excellency will fully appreciate that if these reports are untrue, a great injustice is being done to men who performed heroic work in rescuing those in danger at Yokohama. In order that justice may be done, the Foreign Earthquake Relief Committee respectfully requests Your Excellency for as complete information as possible on the following points:—

1.—Whether or not any such crimes upon Japanese women were reported to the Japanese Authorities as having been committed by the crews of British or other foreign boats, after the earthquake.

2.—Whether any such crimes were actually reported to the Harbour Police in Kobe, and what steps were taken by the Police.

3.—Whether any master or crew of a British or other foreign steamer was actually arrested by the authorities, charged with such a crime.

4.—Whether or not the crews of any British or other foreign boats have actually been tried by the authorities and found guilty of such crime.

At this time, when all the world is rendering assistance to Japan in her misfortune, it is very important that such charges as have been published be fully investigated, and the entire truth be published. The Foreign Earthquake Relief Committee respectfully requests that Your Excellency will kindly give this matter prompt and earnest consideration. I have the honour to be, Your obedient servant.

P. DE M. VOSBURGH,
Hon. Secretary,
Earthquake Relief Committee,
Kobe, November 30th, 1923.
(Continued on foot of next column.)

YOKOHAMA

NEVER AGAIN A RESIDENTIAL CENTRE.

The *Far East* (Tokyo) has the following comments on Yokohama:—

Foreigners engaged in business in Yokohama, as yet few in number, are unanimous in the view that the port can never return to its old status as a city. The staple trade, silk export, will develop to its old standing, though this had a narrow escape from being flooded by Kobe, and so long as the harbour remains, the shipping lines will find anchorage there, and the shipping companies must maintain offices. Silk and shipping, the banks, landing and forwarding agents—these comprise the mercantile community of Yokohama.

The city will never again be the residential centre it was. Its unique Bluff, with its cosmopolitan residences, has gone forever, and will never again be built upon unless it is lowered by sixty feet, to quote one authority. Lacking the residential foreign population and the tourist traffic, much of Yokohama's occupation is gone.

Everything that is being now built on the ruins of Yokohama is a bad insurance risk—in common parlance, "the companies won't look at it." Therefore, every building that goes up and is so liable to be burnt down, if not shaken down, is there at the owner's risk. This fact is important—the fire insurance business has departed from Yokohama.

Many other minor businesses have also gone—the broker, who mumbled the rate of the day at the merchant's office and made a comfortable living out of it; the innumerable middlemen—all who made a living out of the port's affluence as a great commercial centre. Many of these can well be dispensed with, but, anyhow, there will be no place for them for a decade or two, assuming the city makes normal progress.

What do the Japanese think of the future? Before the disaster, the aim of Yokohama's leaders was to increase its usefulness as an industrial centre. In the new construction plans there is no particular reference to this, but these plans also leave out of consideration the entire "foreign settlement," that is, the waterfront part of the city that is largely held by foreigners on perpetual lease, as is the Bluff quarter. The road improvement scheme, stops on the border of the "settlement," as if this particularly dangerous part of the earthquake zone were to be abandoned. These plans, considered in conjunction with the tentative Railway Department decision, above mentioned, suggest that the authorities are not inclined to encourage the development of the port, having in mind the greater future of the port of Tokyo.

The establishment of Hirayama Station, which is a point between two and three miles from the waterfront to the north, would much affect the growth of the new city to the neglect of the port—the centre would be brought further inland, and it would have to be sustained by new industries.

Hongkong was once a barren rock, Singapore a mud-flat, Yokohama a swamp. Cities in their growth have a way of confounding those who prophesy their future, and if Yokohama is to rise again, as it will, it must follow where trade leads the way. It will not develop to the tune of imaginary industries—man's industry itself will rather shape the city, the present active centre of which is near the collapsed pier. Here lies the important trade of the port—for here is the harbour.

P. DE M. VOSBURGH, Esq.,

Hon. Secretary, Earthquake Relief Committee.

SIR.—I avail myself of this opportunity to record my appreciation of the splendid work accomplished by your Committee in relieving the disaster arising out of the recent Earthquake.

I have carefully considered the contents of your letter of November 30th, and beg to reply that after making investigations—and as far as I can ascertain—there were no such events or facts as related in your letter.—Yours faithfully,

(Signed) KOGI HARASUKA,

Governor of Hyogo Ken.

Kobe, December 3rd, 1923.

To His Excellency,

The Governor, Hyogo Ken.

SIR.—On behalf of the Foreign Earthquake Relief Committee, I have the honour to acknowledge receipt of Your Excellency's letter of Dec. 3rd, in reply to my letter of November 30th, concerning the articles published in Japanese newspapers, which alleged that certain crimes had been committed by crews of British and other foreign steamers.

From Your Excellency's letter I note that official investigation proves that no such crimes were committed, and therefore, in order that justice may be done, I presume that Your Excellency will have no objection to having the correspondence made public by the Foreign Earthquake Relief Committee.

I have the honour to convey to Your Excellency the sincere thanks of the Foreign Earthquake Relief Committee, for the prompt attention given to this matter, and I am, Sir, Your obedient servant.

P. DE M. VOSBURGH,
Hon. Secretary,
Earthquake Relief Committee,
Kobe, December 6th, 1923.

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PIERCE ENCOUNTER WITH PIRATES ON A SHIP. CHIEF OFFICER RELATES HIS EXPERIENCES.

A VIVID STORY.

The reports published at the time of the piracy of the river steamer *San Ying* told the story of the fierce encounter on board with less detail than its public interest merited. This was due mainly to the fact that the Chief Officer of the Ship, Mr. C. S. Robb, who took the leading part in the resistance offered to the pirates, was so terribly injured in the fray that he was in no position to give the information. We are now in a position to give a graphic story of the piracy written by Mr. Robb himself.

After the attack Mr. Robb was in hospital for a month or more and though he has been out of hospital for nearly an equal length of time he is not yet by any means recovered from his horrifying experiences. On his face, where several bullets struck him, are scars which will remain for life. Mr. Robb told a representative of the *Daily Press* that it was more than his life was worth to go back to the *San Ying* as some of the pirates would get him sooner or later. He is at present out of work but this is not worrying him, as he will not be fit to go to sea for some little time yet and he could get a job, he says, at any moment, when fit.

On the question of the prevention of piracy, Mr. Robb strongly advocated the conveying of all steamers through danger zones. A number of armed launches with machine guns would be sufficient to ensure the safety of the vessels under convoy. He considers that the absolute uselessness of the present gun system had been proved in this case.

Mr. Robb's story of the piracy as follows:—

On October 23rd, 1923, the *San Ying* British register and flag, left Hongkong at 6.30 p.m. on her usual voyage to Kowloon with about 300 passengers on board, presumably having been searched by the police for arms.

At about 8.30 p.m. and a little past Castle Peak, still in British waters, I was keeping watch on the bridge (the Captain having gone to bed half an hour previously), when I heard a shot fired near the main grill followed by a commotion and then a second shot. I immediately drew my revolver, kicked at the Captain's door and shouted to him to come out and bring his gun as something was wrong. I went into my own room for a box of spare ammunition which was handy in the top drawer.

Apparently the guards had been taken by surprise and disarmed in the space of about one minute, for on stepping out of the room I was faced by three pirates. One on my right held his revolver directly at my head, the one on my left hand fired immediately, shooting a hole in my right cheek and damaging my teeth. I quickly knocked out the revolver of the man on my right, with my left hand, shot the man who had fired at me first, wounding him in the stomach, and then I shot in the arm the man next to him, his revolver dropping on deck. The third man, whose revolver I had knocked up, had by this time recovered from his surprise and was firing again, and one of the bullets ricocheting from the grill, struck my left cheek, blinding my left eye. By this time I was firing blindly and emptied my revolver without apparently hitting the third party. I heard a noise at my back and turning, faced another pirate who had got round the other side and who shot me through the leg close to the groin. I threw my empty revolver in his face and collapsed falling into my room. All this happened much quicker than it takes to tell.

Meanwhile Captain John C. Mackenzie opened his door just as I fell, and he received a shot through the right arm and another under the lower jaw. He was seized and locked up in the commodore's room.

I lost consciousness for a few seconds when I fell, but recovered, and though in pain and bleeding profusely, knew all that was going on around me and could still see a little out of my right eye. I could see the Captain (who thought I was dead) taken past the door. Then several of the pirates rushed into my room and trampled on my body pulled down rifles and drawers on top of me. They were searching for guns, ammunition, etc.

By this time the vessel was completely in the hands of the pirates—a matter of about five or six minutes from the time the first shot was fired. The ship's course was altered and all lights put out. The pirates sailed all round the Colony, passing near D'Agulha about 2.30 a.m. on the morning of the 24th bound north, leisurely and thoroughly looting everybody on board. My own loss is about \$700 in goods and clothes. My room was visited at intervals throughout the night by pirates who made things "cheerful" for me. One man, who seemed to be a leader, amused himself by sitting on the settee, pointing his gun at me and kicking me on the wounded leg and stomach, saying "You like? You like?" which was all the English I heard him speak.

(Continued at foot of next column.)

Another, who looked like a house boy; would poke his revolver under my nose, lifting up my face (I suppose to see the "foreign devil"), and finish by stamping on it.

All this time I had been shamming dead and wishing they would finish the job. At about 6 a.m. I heard the anchor let go. This was in Bias Bay. One of the pirates rushing past my door (which had been swinging open all night and which I dare not close or show them that I could move) shut it with a bang. I sat up cautiously and put the lock on. Shortly afterwards four men came to the door and tried to open it shouting through the window, but I lay as if dead. I think their intention was to throw me overboard before they left, but they left in a hurry, the boats being lowered with the booty in them. A customs cruiser had been sighted earlier in the morning. I might mention that we stopped this Customs cruiser about two hours after we left Bias Bay and reported the circumstances. The officer brought off some bandages and kindly helped to dress our face wounds roughly.

After the pirates had left, the head commodore came to my room, saying the pirates had gone and expressing his sorrow at my condition. He also asked me for the key of the saloon grill, which was still locked. After crawling along to see how things were, I gave it to him. The Captain came along about the same time and although wounded and worn out after the night's horror, managed with the aid of an old chart to bring the ship back to Hongkong.

We arrived *via* Waghlan, and hoisted the police flag, coming into harbour about 5 p.m. on the 24th. After being interrogated by the police we were taken to hospital where our open wounds—24 hours old—received the attention they badly needed.

I am 52 years of age and I assert that a good many men, after an experience such as I have had would be in a mental ward for a time.

"Resist to the Utmost." This I did. Not that my defence was actuated by any consideration for a local Ordinance in embryo, but from the average sane man's desire to protect property under his care as far as possible—not to mention avenging the insult to the flag in this case. The man in the Army or Navy goes in to action with the elation of *Esprit de Corps* behind him, a pension for himself or dependants of crippled. What of the Merchant Service officer? He is cooped up with hundreds of alien people, and has to rely on his own resources. He has to settle quarrels, be on the alert night and day, fight pirates or anything else that comes along and if crippled or killed "what of it?" It must also be remembered that he is pursuing a peaceable calling and is not trained to arms.

I am at the service of any representative body of men who would like to go on board the *s.s. San Ying* and let me prove to them that the construction of this vessel does not admit of the grill being kept locked all the time and that the position of the defenders is a poor one at any time.

I suppose 75 per cent. of vessels sailing out of Hongkong are in a similar condition. In justice to the travelling public and everybody concerned, the lessons of this case should not be neglected. The authorities should not wait for the next piracy before action is taken and suggest that an enquiry should be held on board the vessel which lies close to the Harbour Office on Tuesdays, Thursdays, Saturdays and Sundays.

"SIX DAYS' SHALT THOU LABOUR."

WORKING CARGO ON A SUNDAY.

The master of the *s.s. Ko Chow* (Mr. E. Jones) was charged at the Marine Magistrate on Saturday morning before Lieut. Conway Hake (acting Marine Magistrate) with unlawfully working cargo without a permit from the Harbour Master.

Sub-Inspector Bond said that at 7.45 a.m. on December 17th he saw a quantity of bundles of firewood being discharged from the vessel on to the wharf. About 200 bundles had been discharged. Witnesses went on board and saw Capt. Jones and told him what he had seen. Capt. Jones ordered the work to be stopped. Witness called for the manifest, but it was not available and the commodore was ordered to bring the manifest to the Harbour Office on Monday. He did not do so; perhaps he did not understand him. No other cargo was being worked although there was cargo on board. The ship arrived the previous evening.

The defendant said the firewood belonged to the crew and that the other cargo was locked up. This "crew cargo" was carried with the owner's permission. The wood was brought down in small quantities.

The Magistrate found the case proved and ordered the Captain to take out a post-dated permit at a cost of \$75. The defendant was also cautioned.

TWO FIRMS WITH THE SAME NAME.

"MISTAKEN IDENTITY."

A case of mistaken identity was the successful plea put forward by the defendants in a Summary Court action heard before the Puisne Judge (Mr. Justice Gompertz) yesterday morning, when the *Wo Lee Firm* of No. 22, Sai Street, sued the *Shiu Cheong Shing Firm* for \$97.23 cents being balance due for goods sold and delivered.

Mr. D. McCallum appeared for the plaintiff and Mr. C. A. S. Russ for the defendant firm.

Mr. McCallum said the case was a claim for the balance of money due for rice sold by the plaintiffs to the defendants. They began trading with each other at the beginning of the Chinese year and the defendants kept a coolie house at No. 214, Hollywood Road. Up to March or April they had a branch in Queen's Road West but this had since been demolished and rice had been delivered to both places. It was the practice of the firm to send out its accounts on the first of each month and on festival days. This was done in the case of the defendants. Various sums were paid on account but in July there was a balance still due. Solicitors were instructed to collect the balance and a writ was issued. It was not until then that there was a dispute as to whether certain rice had been delivered or not.

Mr. Russ said it had nothing to do with his clients at all. The branch in question was that of another firm of a similar name who were clansmen of theirs. "We suggest that when the shop closed up and there was no chance of getting the money the plaintiffs then came to us."

His Lordship inquired what was the result of certain letters written in the month of July.

Mr. McCallum: \$30 was paid on account.

Mr. Russ said this was denied.

In cross-examination the plaintiff's accountant said he had no acknowledgment for the receipt of the rice.

Mr. Russ: I put it to you that if you had the delivery book it would show the receipt of the defendants as having received the rice?

Witness: No.

I put it to you that you are keeping that book back, for if it was produced it would be seen that these were separate firms?

Witness denied this.

After further evidence had been taken his Lordship gave judgment for the defendants with costs.

WEEK-END ROBBERIES. HOLD UP ON THE HIGHER LEVELS.

An impudent highway robbery is said to have occurred on Sunday near Pinewood Battery when a clerk employed at Messrs. Getz Bros., named Mr. A. Butt and a friend named Farid, were attacked whilst sitting on a bench near Pinewood Battery. Three of the robbers had daggers, and the fourth wielded a bamboo pole. Mr. Butt reports having \$6 stolen from him whilst Farid had a silver watch and \$1 taken from him.

Robbers, armed with daggers and revolvers, broke into a third shop at No. 115, Des Voeux Road Central, on Saturday night as it was being closed up for the night and got away with \$4,000. The police were bound and gagged and prevented from giving the alarm until the gang had made good their escape.

EASTERN BANKERS' DEATH

An obituary notice in *The Times* relating to Mr. Percy Mould, chief manager of the Mercantile Bank of India, who died on November 14th, after a long illness, says: Mr. Mould, who was only 55 years of age, joined the Mercantile Bank of India as a junior clerk in 1889, and had spent the whole of his life in the service of the bank. In 1890 he was sent out to the East, remaining with the Eastern establishment of the bank for 21 years. On his return to London in 1911 he succeeded Mr. James Campbell as chief manager of the bank. Of a retiring disposition, Mr. Mould was well liked in Eastern banking circles, where the news of his death was received with much regret.

CHARTERED BANK ENTERPRISE

The *Strait's Echo* understands that the Chartered Bank have just completed the purchase from the Straits Government of a block of land comprising 20,000 square feet at the junction of Union Street and Beach Street, Penang, occupied by the Central Police Station. The bank intends to erect on this site, perhaps the finest in the business quarter of Penang, a building which will give it the spacious offices it requires for the growing operations of its local branch and at the same time add to the dignity of the principal thoroughfare of the town. Demolition of the Central Police Station—which is, we believe, to be transferred to Carnarvon Street—will start in the near future and it is hoped that the new building will be completed and ready for occupation by the end of 1926 at the latest.

SPORT.

YACHTING.

LADIES' RACES.

Yesterday, an almost ideal sailing day, another race in the newly instituted ladies' championship was sailed. Altogether 13 boats put out and made a particularly good start. The wind was fresh, the force being about 2 or 3, and there was some keen sailing. The one design boats had to make up a great deal of time and this factor made extra keen sailing.

The course was one of seven and a half miles with start and finish at the Yacht Club. The marks were Channel Rocks, East Rock, Mark Boat at Club House and Channel Rocks. All marks were taken on the port hand.

Following are times and results with the points to date which the boats have earned and the names of the ladies at the helm.

Yacht	Time			Position	Total Points to date
	Flying	Corr.			
<i>Uteleyon</i> (Miss Phelps)	4.13.3	4.13.3	10	5	
<i>Alma</i> (Mrs. Bromwich)	4.11.7	4.11.7	8	14	
<i>Bonito</i> (Mrs. Spott)	4.14.46	4.14.46	13	6	
<i>Naphus</i> (Mrs. Arthur)	4.11.9	4.11.9	9	19	
<i>Gladys</i> (Mrs. Adams)	4.11.55	4.11.55	4	20	
<i>Senlark</i> (Mrs. Cock)	4.12.43	4.12.43	6	15	
<i>Boojum</i> (Miss G. Grace)	4.12.23	4.12.23	5	15	
<i>Adams</i> (Mrs. Mitchell)	4.11.12	4.11.12	2	17	
<i>Ursula</i> (Mrs. Davison)	4.17.45	4.17.45	11	6	
<i>Belinda</i> (Mrs. Grace)	4.15.6	4.15.6	3	20	
<i>Spray</i> (Miss Robertson)	4.11.2	4.11.2	1	16	
<i>Joan</i> (Mrs. Baker)	4.18.41	4.18.41	13	12	
<i>Pierette</i> (Miss Irving)	4.13.20	4.13.20	7	19	

DOLLAR LINE'S AROUND THE WORLD SERVICE.

FIRST OF THE FLEET ARRIVES IN HONGKONG FEBRUARY 4th.

The sailing of the *President Harrison* from San Francisco on January 5th inaugurates the new "Around the World" service of the Dollar Steamship Line. The vessel is the pioneer of the fleet in the service that is the realization of the life-long dream of Capt. Robert Dollar. Ships, from time to time, have made special tours around the world but the new service will mean a chain of vessels calling at regular intervals at practically all the great ports of the world. It is planned to mark the departure of the *s.s. President Harrison* from San Francisco with ceremonies which will be participated in by state, county and city officials, and even by President Coolidge as well as by members of the Shipping Board, at Washington.

Announcement of the sailing schedule of the vessels was made on Armistice Day at the express direction of Capt. Robert Dollar. Mr. R. Stanley Dollar, in commenting on the new service, says that the purchase of these vessels from the Shipping Board is the most convincing evidence of the Company's faith in the future of the American Merchant Marine.

The service will consist of seven of the 532 type of Shipping Board liners. The sailing schedule as announced by the company provides for arrivals in Hongkong as follows:—*President Harrison*, March 2nd; *President Adams*, March 31st; *President Garfield*, April 14th; *President Polk*, April 28th; *President Monroe*, May 12th; *President Harrison*, May 26th; *President Van Buren*, June 9th. Eventually there will be a vessel calling once every two weeks at each port on the route.

It is the intention of the Dollar Steamship Line to make this service the finest of its kind. The vessels afford wonderful opportunities for travellers returning to America *via* Europe. Those desiring to do so may make the passage on one ship without any change whatsoever, without even leaving the vessel. It is rather a new thing in travel to stay on the same ship from the time of starting until the return. And for those desiring to see more of the country, stopovers are arranged and connections made with any of the ships that follow, one special advantage being that all the ships are of a standard type with accommodations exactly the same.

Leaving Hongkong ships will make the following calls: Manila, Singapore, Penang, Colombo, Suez, Port Said, Alexandria, Naples, Genoa, Marseilles, Boston, New York, Havana, Colon, Balboa, Los Angeles, Honolulu, Kobe and Shanghai.

Capt. Robert Dollar, who is now in Shanghai, is on a trip around the world supervising the amalgamation of the various agencies of the new line prior to the inauguration of the service.

QUALITY TELLS

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WE STOCK ONLY THE BEST.

"MCGREGOR" FOOTBALLS & BOOTS.

SPECIAL
DISCOUNTS
TO
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&
SERVICE
TEAMS.



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FOR
SPALDING'S
FAMOUS
ATHLETIC
GEAR.

JERSEY'S

IN VARIOUS DESIGNS & COLOURS.



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PUMPS • WHISTLES
ANKLETS • LACERS



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GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement

SHEWAN, TOMES & CO.,

GENERAL MANAGERS,
HONGKONG.

RECORDS FOR CHRISTMAS.

2612	GOOD KING WEN. CESLAS FIRST NOEL	2615	CHRISTIANS AWAKE. QUARTETTE O COME, ALL YE FAITHFUL
2613	GOOD CHRISTIAN MEN GOD REST YE, MERRY GENTLEMEN	1734	CHRISTMAS MEMORIES. PARTS 1-3 ... BAND
2614	HARK, THE HERALD ANGELS SING WHITE SHEPHERDS WATCHED	1737	CHRISTMAS HYMNS. PARTS 1-3 ...

ANDERSON'S.

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TELEPHONE C. 4578.

PREPARE FOR THE COLD WEATHER

For Children

Woolen Underwear
Breeches
Coats
Scarves

For Ladies

Furs
Winter Coats
Golf Coats
Scarves

Phoenix and Holeproof

Silk Hosiery
in All Shades

NEW ADVERTISEMENTS

INSURANCE OFFICES.

CHRISTMAS HOLIDAYS.

NOTICE IS HEREBY GIVEN that all FIRE & MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on TUESDAY, the 25TH and WEDNESDAY, the 26TH INSTANT.

By Order,
LOWE, BINGHAM & MATTHEWS,
Secretaries,
FIRE INSURANCE ASSOCIATION OF HONGKONG.
MARINE INSURANCE ASSOCIATION
OF HONGKONG AND CANTON.
Hongkong, 24th December, 1923. [1792]

FOR SALE.

COMPLETELY or Separately FURNITURE, ELECTRIC FITTINGS, etc., All in Very Good Condition. Delivery Prompt, January or February. Apply to P. A. 5/20 Daily Press Office. [1793]

STREUTERS & BARRY.

NOTICE TO CONSIGNEES.

From SAN FRANCISCO & LOS ANGELES via PORTS.

THE Steamships

"WEST FARALON"

Due Hongkong December 27th.

"WEST CHOPAKA"

Having arrived from the above-mentioned ports, Monday, 24th December, 1923. Consignees are hereby notified that their cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned or Delivery Orders issued.

All broken, chafed and damaged cargo is to be left in the Godown where it will be examined at 10 A.M., Saturday, 29th December, 1923, and Tuesday, January 1st, 1924, by Messrs. ANDERSON & ASH, Marine Surveyors.

All Claims must be presented within 10 days of the steamer's arrival here, after which they cannot be recognized.

No Claims will be recognized after the goods have left the Godown, and cargo undelivered after 1st January, 1924, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading in exchange for Delivery Orders immediately.

STREUTERS & BARRY.

Agents
U.S.S.R. Emergency Fleet Corp.
Hongkong, 24th December, 1923. [1791]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "LAOMEDON" are hereby notified that the Cargo will be discharged into Hoi's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Hoi's Wharf. The Cargo will be ready for delivery from Godown on and after 24th December.

Optional Cargo will be landed, unless notice has been given prior to Steamer's arrival.

All broken, chafed and damaged goods are to be left in the Godown, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 29th December, will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 12th January, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd December, 1923. [1794]

CAFÉ WISEMAN.

HIRING DEPARTMENT.

XMAS AND NEW YEAR PARTIES.

WE are making a Special Feature of This Department.

During the CHRISTMAS and NEW YEAR Festivities,
OUTLET, PLATE, CHINA, GLASS
and LINEN.

May be Hired—All our Stock is entirely NEW and Customers may rely on all Goods sent out from this Department giving Entire Satisfaction.

(LANE, CHAMFORD, LTD.) [1795]

INTERPORT RUGBY.

ON THURSDAY, JANUARY 3rd, 1924, on the Occasion of the visit of the SHANGHAI RUGBY FOOTBALL CLUB a DINNER will be held in the Hongkong Club at 6.00 P.M.

Those wishing to attend will please send their Names and those of the Guests they wish to bring with them to the Undersigned by Noon on THURSDAY, 27th inst., at latest.
E. C. MACY & CO.,
Dinner Secretary,
c/o Messrs. DEACON, HARSTON & SHENTON,
No. 1, Des Voeux Road Central.
[1747]

TO LET.

OFFICES in UNION BUILDING—Two Rooms on Fifth Floor.
Apply
UNION INSURANCE SOCIETY OF CANTON, LTD.

INTIMATIONS

INTERPORT RUGBY.

HONGKONG F.C. v. SHANGHAI R.F.C.

At CLUB GROUND, HAPPY VALLEY on WEDNESDAY, JANUARY 2nd, 1924.
Kick off 4 P.M.

ADMISSION:

Covered stand, Members ... \$1.00.
Non-Members ... 2.00.
Open stand ... 50 cts.

Booking at MOUTRIE'S,
Club Members from 24th—27th inst. inclusive.
Non-Members on and after 28th inst.

NAVY v. SHANGHAI R.F.C.

On THURSDAY, JANUARY 3rd, 1924.
Kick off 4 P.M.

ADMISSION:

Covered stand, Non-Members ... 50 cts.
Open stand ... 20 cts.
[1790]

KOMOR & KOMOR.

ALEXANDRA BUILDINGS.

LAMPS

and

LAMP SHADES.

THE LATEST PATTERNS FROM PEKING.
[1789]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate No. 7496 dated Hongkong, 5th April, 1922, for Five Shares of this Bank numbered 62376/62980 inclusive registered in the Name, Mrs. GLAFIRA MARIA ECA DA SILVA ABELLA has been destroyed by Fire, and should this Certificate not be produced to the Bank before the 17th January, 1924, a New Certificate for the Shares will be issued, and the aforesaid Certificate No. 5/23 7496 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,
A. G. STEPHEN,
Chief Manager.
[1726]

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

CERTIFICATE No. A/63 for Nine Shares, 24 per share paid up, numbered 98948/99951 in this Society standing in the name of KWONG SIU LUNG of Yokohama, has been declared LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming the said Certificate will be deemed cancelled and of no effect, and a NEW Certificate for the Nine Shares will be issued in its stead by the Society.

C. MONTAGUE EDE,
General Manager.
Hongkong, 11th December, 1923. [1696]

BOWERN & CO.,

No. 8, MURKIN ROAD,
SHANGHAI

Members British Chamber of Commerce (Shanghai). Mr. T. W. BOWERN, Fellow of the Institute of Chartered Shipbrokers, Incorporated by Royal Charter, London.

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For the Purchase, Sale and Charter of Vessels of any Tonnage, Passenger and/or Cargo, New and/or Old, with delivery China at Very Low Prices.

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Canton Marble in Various Shades.
Photographic Goods of Every Description in Stock.

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Letters are lying at this Office for Boxes—YI.

BOARD RESIDENCE.—Single or Double Furnished ROOM. Excellent Cuisine from \$4 Per Day inclusive. Victoria Road, Hankow Road, Kowloon. [131]

INTIMATIONS

MONIES up to \$300,000 are available for Investment on First Class Mortgage Security subject to a Trustee Valuation.
Apply to
Messrs. DEACON, HARSTON & SHENTON,
1, Des Voeux Road Central.
[1746]

THE BEN LINE OF STEAMERS, LTD

NOTICE TO CONSIGNEES.

From MIDDLESBRO' ANTWERP, LONDON AND STRAITS.

The Steamship "BENMACDUI."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 27th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on the 27th inst., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.
Hongkong, 20th December, 1923. [1743]

S.S. "ANDRE LEBON."

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE, etc., also Cargo at S.S. "SI KIANG," from HAVRE, COGNAC, etc., in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless information is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 27th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 31st inst., or they will not be recognized.

All damaged packages will be examined on Thursday, the 27th inst., at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,
Acting Agent.
Hongkong, 21st December, 1923. [1755]

THE AMERICAN EXPRESS CO. INCORPORATED.

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Eighty Offices are established in the Principal Cities of the World to provide Commercial Organizations and Private Individuals with a complete World Wide Banking, Shipping and Travel Service.

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Every approved Banking Shipping and Travel Transaction.

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Manager.

RUSSO-ASIATIC BANK.

CAPITAL (FULLY PAID) ... 5,000,000
RESERVE FUND ... 2,500,000
CAPITAL CONTRIBUTED BY THE RUSSIAN GOVERNMENT ... 3,500,000
RESERVE FUND ... 1,750,000

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64, Old Broad Street, E.C.2.

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Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.

PARIS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.

BANQUE DE PARIS et des Pays-Bas.
LYONS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.

NEW YORK: The Irving Bank—Columbia Trust Company.
SAN FRANCISCO: The Crocker National Bank of San Francisco.

BRANCHES IN ASIA:
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HONGKONG BRANCH:
Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Bills discounted.

Foreign Exchange on the Principal Cities of the World bought and sold.
R. A. RODGERS,
Manager. [337]

INTIMATION

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ELEGANT AND USEFUL PRESENTS.

FOR GENTLEMEN

A Very Fine Selection of the Latest Designs and Models of—

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B. B. B. BRIAR PIPES AND COMPANIONS, ULTIMA THULE PIPES AND COMPANIONS, BRIAR AND AMBER PIPES, Gold Mounted BRIAR AND PEARL PIPES, Gold Mounted CIGAR AND CIGARETTE CASES in Great Variety Tortoise-shell and Amber Gold Mounted CIGARETTE TUBES, TOBACCO POUCHES, &c., &c.

GILLETTE AND AUTO-STROP RAZORS of Latest Designs.

SHAVING SETS, MIRRORS.

HAIR BRUSHES, THERMOS FLASKS, &c., &c.

A. S. WATSON & CO., LTD.

The Hongkong Dispensary.

BIRTHS.

CAMEROON.—At Tientsin, on December 15th, the wife of Mr. J. W. CAMEROON, Asiatic Petroleum Co., Tangku, of a daughter.

FRASER.—At Shanghai, on December 7th, to Captain and Mrs. J. D. FRASER, a son.

REMEDIOS.—At Shanghai, on December 18th, to Mr. and Mrs. H. G. DOS REMEDIOS, a daughter.

Hongkong Office: 14, Chater Road.
London Office: 111, Fleet Street, E.C.4.

The Daily Press.

HONGKONG, DECEMBER 25TH, 1923.

CHRISTMAS.

I HEARD the bells of Christmas Day
Their old familiar carols play
And wild and sweet
The words repeat
Of Peace on earth, goodwill to men!

And thought how, as the day had come
The bellies of all Christendom
Had rolled along
The unbroken song
Of peace on earth, goodwill to men!

For ages past the bellies of Christendom have rolled along this unbroken song, and prophet-bards for many generations past have foretold the coming of the golden age when, in words written by one of them more than a century ago, "Peace shall over all its ancient splendours sing, and the whole world send back the song which now the angels sing." Yet who can forget that within the past decade there have been five years in succession when the bells of Christendom on Christmas Day rang out the message of peace and goodwill upon a world in the deadly grip of war?

Peace, and to all men on earth goodwill—is it not an illusive dream? Have the pleasures of life in our illusions. Yet we fondly hope that a League of all the Nations will one day successfully inaugurate the golden age, and that we are, perhaps, nearer to it than we have ever been.

We live in an iconoclastic age but the world will never be able to afford to

dispend with the festival of Christmas with the appeal it makes to the highest social instincts of mankind. There are Scrooges among us who say: Out upon Merry Christmas! What is Christmas-time to you? But a time for paying bills without money; a time for finding yourself a year older, and not an hour richer; a time for balancing your books and having every item in them through a round dozen of months dead against you? "If I could work my will," said the Scrooge of Dickens' conception, indignantly, "every idiot who goes about with Merry Christmas on his lips should be boiled with his own pudding and buried with a stake of holly through his heart. He should." But even the Scrooges in the Far East, if they search their hearts will be able, we believe, to confess to a better year than some they have seen in the past decade, and, mayhap, be able to regard Christmas, like Old Scroodge's nephew, as, after all, "a good time; a kind, forgiving, charitable time." No one, indeed, who thinks of all that Christmas has meant to mankind through the ages can be utterly impervious to its festive influences.

'Twas Christmas bronched the nightiest ale
'Twas Christmas told the merriest tale;
A Christmas gambol oft could cheer
The poor man's heart through half the year.

For the children also there is surely no time in all the year like Christmas time to them with its decorated homes, the inevitable Christmas Tree and the certain coming of SANTA CLAUS in the dead of night to fill from the resources of his treasure house the empty stockings suspended on Christmas Eve from the bed-rail.

The children of to-day are the men of to-morrow, broadening with age its spirit of "goodwill-to-men."

There is a good deal of illusion no doubt in the atmosphere that prevails at this season of the year but the hallowed traditions of the day will always make of Christmas an occasion when the spirit of peace and goodwill is more active in the world than at any other time.

Who will not hope, then, that something of its influence may be exerted on the solution of the grave problems that are still vexing mankind in Europe, in America and, not least, in China?

Here in Hongkong we have special reason to hope that it may help to promote an amicable settlement of the dispute which threatens at the moment the peace of Canton and serious interruption of our important trade relations with that city.

It may not be in our time, nor, in our children's time that "universal peace" shall lie like a shaft of light across the land, and like a lane of beams across the sea, and when "all men's good shall be each man's rule"; but that is still for all of us the great object to which the appeal of Christmas for ever beckons us, and is the spirit which prompts us all to wish one another—as we do to all our readers to-day—A MERRY CHRISTMAS and A HAPPY NEW YEAR.

There will be no issue of the *Hongkong Daily Press* to-morrow morning.

Fifteen cases of small-pox were notified during the 48 hours ended on Sunday.

The total output of the Kailan Mining Administration's mines for the week ending December 8th amounted to 108,393 tons and the sales during the period to 72,500 tons.

The Christmas morning service will be held at Union Church at 10.30 instead of at 11 o'clock. Naval ratings attend Union Church in large numbers and Christmas dinner in the Navy is the reason for fixing the earlier hour.

Another lot of Crown land in the locality of Bowen Road was sold by public auction at Volunteer Headquarters yesterday. Capt. Brown of the Hongkong Electric Company who purchased the lot had but slight opposition to his bids. The upset price for the lot, which has an area of 6,700 square feet, was \$2,510. The price rose, mainly by \$100 bids, to \$3,200 at which figure it was knocked down to Capt. Brown.

On the Fourth Sunday in Advent (December 23rd), at St. John's Cathedral, the Bishop of Victoria admitted to Priest's Orders the Rev. Reginald Dupre Shaw, M.C., B.A. of Gonville and Caius College, Cambridge. The preacher was the Rev. P. Jenkins, Principal of St. Andrew's Theological College, Canton.

Mr. Shaw is on the staff of Holy Trinity College, Canton. Previously to coming to China he was a master at Lancing College.

OBITUARY.

MR. M. J. WELLS.

We regret to announce the death of Mr. M. J. Wells, Manager of the Hongkong Cigar Store, which took place suddenly on Saturday at midnight at his residence, No. 3, Leighton Hill Road.

The late Mr. Wells was a well known figure in Hongkong and patrons of the Cigar Store will miss his genial countenance. He had not been well for some months past and during last Summer he spent several months in British Columbia recuperating after a slight accident which he met with in Hongkong. He returned to the Colony about three months ago much improved in health, and on Saturday morning he was at business as usual.

Mr. Wells was a popular member of the Craigiegowrie Cricket Club and the Civil Service Club and was actively interested in the affairs of the Hongkong Boxing Association. He was a freemason and a member of the Royal Order of Buffaloes. He was 68 years of age. He first came to the Colony fifteen years ago to join the staff of the Taikoo Dock, where he remained until he went to the Cigar Store two years ago.

The funeral took place on Sunday afternoon, and was attended by a large number of friends. The burial service was conducted by the Rev. J. Kirk Macdonald. Among the many mourners present were Messrs. B. W. Bradbury, D. Khanna, P. T. Lumbie, W. H. Kildred, J. Russell, D. Fritz, J. Clarke, E. J. Kerrison, T. Grimshaw and Dr. Kew.

There were many floral tributes.

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CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]NEW BRITISH SUBMARINE.
DESIGNED FOR CONVOY CHASING.

LONDON, December 23rd.

The new British submarine X.1 returned to Chatham after severe tests in a secret trial. She attained a speed of thirty-eight knots, carries six 3.5 guns and a crew of one hundred and will be commissioned early in the new year. The vessel is designed for convoy chasing.

THE GREEK SITUATION.

INVITATION TO M. VENIZELOS.

ATHENS, December 23rd.

It is understood that the Revolutionary Authorities in their invitation to M. Venizelos to return to Greece, state that the fall of the dynasty must be considered a definite solution of the constitutional question and that the return of M. Venizelos would depend upon recognition of this as an accomplished fact.

Colonel Gonatas has resigned the Premiership.

EARLIER CABLES.

BRITISH NAVAL POWER.

ESSENTIAL TO THE EMPIRE'S SECURITY.

CAPTOWN, December 23rd.

Speaking at a banquet given in the City Hall by the Mayor and Corporation in honour of the officers of the visiting British Squadron, Rear Admiral Field declared that the existence of the Empire depended on sea power. He urged South Africa to develop her own navy to defend vital communications, and expressed the opinion that nothing smaller than a light cruiser was necessary.

Rear Admiral Bentinck said he knew the First Lord of the Admiralty was prepared to lead South Africa a light cruiser.

RUHR OCCUPATION.

END OF THE ROAD IN SIGHT.

PARIS, December 23rd.

In a speech at La Courneuve, M. Poincaré, after defending the occupation of the Ruhr, said that they had not yet reached the end of the road, but were approaching it every day. France would not abandon the cardinal principles of her policy. She insisted on strict adherence to the Treaty and would not agree to any further concession either as regards reparations or her security. This policy befitted not only the interests of France but also the interests of justice and peace. France adhered to the idea of another war. Her only ambition was the consolidation of peace.

FRENCH AIRSHIP IN TROUBLE.

WIRELESS APPEAL FOR HELP.

PARIS, December 23rd.

Some anxiety is felt with regard to the fate of the big French dirigible Dixmude, with a crew of forty, which left Cuers aerodrome on Thursday on a 12-hour test cruise over Algeria. It was subsequently ordered by the Ministry of Marine not to return to France owing to a strong west wind blowing off the coast of Algeria. The Ministry has now received a wireless message that the airship is over the Gulf of Gabes at Tunisia, appealing for help. Three vessels have been despatched to the spot.

IMPROVED CONDITIONS IN GERMANY.

MANY PEOPLE WITH MONEY TO SPEND.

BERLIN, December 23rd.

The stabilization of the mark, at a convenient figure, and the introduction of the new currency have improved conditions in Germany wonderfully. There is still undoubtedly much misery among a large section of the Berlin population, but there are crowds of eager Christmas buyers in the big shops and stores, and trainloads of enthusiasts are hastening to the German winter sport resorts. This shows many people have plenty of money to spend.

COMMUNISTS DISSATISFIED WITH TROTSKY.

RIGA, December 23rd.

Zinoviev has addressed three thousand Communists at Petrograd, who passed resolutions summoning Trotsky to express regret for the ambiguous attitude suggested by his letter recently addressed to the Communist conference, which Stalin and other leaders interpret as disloyalty towards the party's central committee.

FURTHER SWARAJIST SUCCESSES.

NAGPUR, December 23rd.

In view of the electoral successes of the Swarajists in the Central Provinces, where they claim to have a majority on the Legislative Council, the Governor has invited the Swarajist leader, Dr. Moonje, to form a Ministry. Dr. Moonje, while thanking the Governor for following constitutional usage, has declined.

EARLIER CABLES.
[REUTER'S AMERICAN SERVICE.]

AMERICAN VIEW OF REPARATIONS.

New York, December 23rd.

At the annual dinner of the New England Society, Mr. Boyden, the American unofficial delegate to the Reparations Commission, declared that no nation would lose a penny by bringing the reparations burden within Germany's capacity to pay.

THE GREAT WAR.

GERMAN EXPLANATION OF DEFEAT.

Some interesting sidelights on Germany's attitude and conduct in the Great War were revealed by General J. E. Edmonds (author of "Laws and Usages of War"), who was the guest of honour at dinner at the Authors' Club on November 5th. In an address on "War from the other side" General Edmonds described himself as a specialist in suspicion of Germany, and with his knowledge of German character, he regarded all that was now going on in that country as a kind of play intended to deceive us. Mr. Everard Wyrall presided, and the vice-chair was occupied by Mr. Douglas Jerrold.

The Chairman, in proposing the health of their guest, said that night they were entertaining the official historian of the War in France, who was not only an official military historian but director of the historical military section of the Committee of Imperial Defence. (Hear, hear.) General Edmonds had to his credit not only the very excellent first volume of the official military history of the war on the Western Front, but a very fine history of the American Civil War as also his, and there was a handbook on the German Army which was used, in pre-war days, to be much consulted. There was, finally, a little work of his, dealing with the usages and customs of war, which was included in a nice little volume known as the Manual of Military Law. (Laughter.)

SUSPICIOUS OF GERMANY.

General Edmonds, at the outset of his address, humorously remarked that he was a specialist in suspicion of Germany. He conceived an enmity to that country when he was of tender age. The siege of Paris in the winter of 1870-71 interfered with the supply of toys and sweets which his father had been in the habit of bringing him from the French capital. (Laughter.) In June, 1871, before he was 10 years of age, he was taken to France, so that he might see a country in the occupation of the enemy. At Amiens a Bavarian officer came up to his father on the railway station platform, and, after inquiring if they were English, said "You know we have beaten France, and you are the next." That remark, General Edmonds said, determined his career. Certain that Germany, sooner or later, would fight us, his father put his two sons into the Army and had them taught German at an early age. (Hear, hear.) Eventually, he was in charge of the section of the Old Intelligence that watched the German Army, and later he founded the department that watched Germany very closely. Since the Armistice he had read practically every book on the war that had been published in Germany. He had also read a number of the newspapers published during the war in Germany, not for the news they contained, but because not a paragraph was permitted that was not either inspired or tolerated by the Government for a definite purpose. The measures taken to influence or suppress public opinion showed the direction it was taking.

A fellow-guest at the luncheon-table of a very distinguished soldier—who had not written a book—(laughter)—in congratulating him on the fact, said, "Only unsuccessful commanders write their memoirs." (laughter)—and he (General Edmonds) added, "Better include politicians." (Renewed laughter.) Judged by that standard, the Germans were very badly defeated. (Hear, hear.) The German mind was a peculiar one. Germans did not think as we did, and we made a very great mistake if we assumed that they did. To give an example, Germans treated their wives as inferior beings, and yet would fight duels about them. Whilst we had been free they had been disciplined slaves under a ruling caste. The German never really played the game; he played to win by fair means or foul. In their war books, one might say in general, that the Germans all lied, the only difference being that some obviously knew it, whilst others thought they were speaking the truth. (Laughter.) Some of the assertions made we could check. Thus we were not prepared to believe that England made Calais the price of joining France in August, 1914—(laughter)—that England paid the United States of America £700,000,000 to come into the war and persistently subsidised her Press. (Laughter.) Neither did we consistently send troops across the Channel in hospital ships; nor were we rebuilding Regent Street because it was destroyed by Zeppelins. (Laughter.)

GERMAN OPINIONS.

Coming to more solid facts and opinions held by Germans about the war, General Edmonds said the first was that the war for Germany was a defensive war. (Laughter.) The fact that it was Germany that declared war on Russia and then on France was explained as "merely a bad political error." (Laughter.) The second fact held was that England was the enemy that brought the war about because Germany was too powerful a commercial rival. "God strafe England" was not an exclamation used only by fools and neurotics, but a real prayer that sprung from the bottom of the German heart. And it was still there. Thirdly, that Germany was besieged and had won on four fronts; that her offensives were merely sorties and not attempts to annihilate her numerous enemies and annex their territory. (Laughter.) Further, that Germany's armies were invincible, were never defeated, and were always inferior in numbers to those of her enemies—(laughter)—that Germany always respected international law and usage, whilst her enemies violated them. (Laughter.) It was also their belief that the Allies introduced the use of poison gas. (Laughter.) It might perhaps be said that the specially hostile attitude to England had disappeared. He would remind them that Prussia acted much the same way 120 years ago.

She frowned on Napoleon and the French after Jena, offered troops to assist him in the invasion of Russia, and afterwards struck him in the back directly the opportunity came. They should be most suspicious of Germany when they appeared most friendly.

Proceeding to give reasons held in Germany why she lost the war, General Edmonds said that although the thought of tanks first, the strain on her munition factories prevented them being made in time. Germany was insufficiently prepared. (Laughter.) She claimed she had started by a blockade. That, to a certain extent was true, but as far as he could make out, she muddled away her resources. Further, it was explained that the U-boat warfare was waged—owing to Bethmann Hollweg—in a half-hearted manner. (Laughter.) Also that the Kaiser's chief advisers were inferior men, and filled the most important posts with other inferior men. It had, however, been pointed out that the Revolution had not produced any better men. It was said that Germany was wrongly handled, and the Press controlled, the truth concealed, and that the objects of the war and the final desperate situation were never put fairly and squarely before the nation until too late. (Hear, hear.) Other reasons given were that enemy propaganda undermined public opinion, that the revolution stabbed the army in the back, and that the Socialists did not care if the war was lost so long as they got into power. Germany, it was declared, was lured to the Conference table by President Wilson and inveigled into an Armistice. (Laughter.) What it all amounted to was that Germany did not prepare sufficiently for the war in the leisure of peace. She was determined not to make this mistake again.

WAR AS A BUSINESS.

General Edmonds next touched upon the rise and fall of public opinion in Germany during the war, first recalling the enthusiasm for the war at its outbreak, when a rapid victory over France was regarded as a certainty. Melting then to the war in the West would be over in six weeks, and that he would be over to his assistance. News of the failure of the Marne was withheld from the public. In 1915, after their victories, the Germans were perfectly confident of winning. The year brought into being a party who wanted to cut further loss of life and take the profits at once whilst the military party opposed a premature peace, thinking of still greater profits. With 1916 came disillusion—Verdun, the Somme, the Brusilov offensive and the entry of Roumania into the war. On top of these were bad food, misery, and industrial unrest at home. The nomination of Hindenburg, and Ludendorff, and the declaration of unlimited U-boat warfare, however, revived all hopes again. That America later had come into the war was not at first believed. With the collapse of Russia there was hope of complete victory, and material gain among the military party silenced the peace party, but showed the prospect of a Soviet revolution. In 1918 the division of Germany became accentuated, and there was the spectacle of part of the nation waiting for Ludendorff's final victory to secure its ends, and another party trusting to its defeat to achieve its political objective. Following the failure of Ludendorff's offensive and of the Government to bring food in any noticeable quantities from Russia and Roumania, the ruling clique "threw up the sponge," offered to the nation everything in the way of political freedom and eagerly clutched at President Wilson's fourteen points as a way of demerit and no annexations as a way of avoiding punishment and Reparation. It must never be lost sight of that Prussia looked on war as a profitable business. It had been said that the combination of political cowardice and undoubted courage in the field was one of the mysteries of the German soul. He thought the solution was simple—it was entirely a matter of pounds, shillings, and pence with Germany. She had been until three decades before the war a very poor nation. Her general condition was much about what it was when he first knew Germany in the middle 'seventies; it was then a one-meal-a-day nation. He regarded all that was now going on in Germany as a kind of play to deceive us, and with our knowledge of the German character how, he asked, should we treat that country? The Japanese had given us a lead. Use Germany's own methods. (Cheer.)

WAR OF THE FUTURE.

General Sir E. Swinton, who was "Eye-Witness" in the early part of the war, said General Edmonds was responsible for starting the counter-espionage department in Great Britain before the war which did so much to "scotch" the German efforts in Great Britain. If it had not been realised before, he added, it was now certain that there were more kinds of warfare than mere killing. Since the Armistice, economic warfare and financial warfare had been going on, but if they turned for a moment to the warfare of killing, they had to make up their minds that the war of the future would be different from that of the past. Warfare would be more dreadful, for he believed it would take the form of attempts to blot out whole areas and sections of nations, and the danger would not in future be confined to the professional troops. The enemy would strike at the nation and the heart of the nation. Any nation which could only move in two dimensions would be knocked out by a nation which could also move in a third. Another aspect of future warfare would be the psychological, or mental. The Germans had before the Great War started on the "insidious poisoning of the mind of youth, but he acted much the same way 120 years ago.

THE IMPERIAL CONFERENCE.

DINNER TO PREMIERS.

Speaking at a farewell dinner given to the Dominion Prime Ministers in the House of Lords on November 14th by the members of the British Legislature, the Prime Minister (Mr. Baldwin) said: It is less than a hundred years ago since a leading English writer could speak of the colonies as the "bane and curse of the people of this country." The change in the last quarter of a century, initiated by a great Colonial Secretary—(cheers)—and vastly developed in the storm and stress of the Great War, has been immense. (Renewed cheers.) There is no finer testimony, on the one hand, to the flexibility of the British Constitution, and, on the other, to the British genius for compromise, than the development which has taken place since the Colonial Conference of 1911. We are now near to the constitutional change to take their exact measure and significance. It is a controversy as old as the Greeks whether democracy can govern Empires; what we know for certain is that the British Empire was subjected by the convulsion of the war to terrific strain, effort, and sacrifice, and that it emerged more than ever united, more aware of its own power, and that it more determined to discharge its mission in obedience to the moral principles which hold it together. (Cheer.)

It is idle not to unnatural for us to wonder what might have happened to the great English-speaking family if the device of the conference which has become so familiar to us had been adopted by Lord North 150 years ago, and if he had invited George Washington and Benjamin Franklin to talk matters over with him here at home. But that as it may, today the American Commonwealth and the British Commonwealth stand together as vast organisations unequalled in their combined power for the promotion of self-development for the parts, together with the maximum of co-operation for the whole. That has been the goal of the two conferences just terminated. (Cheers.) We have reviewed together the complicated problems of our foreign relations and concerted measures of defence. To make effective the participation of the Dominions in framing and enforcing a common foreign policy is necessary as a matter of some difficulty, owing to the obstacles of time and space. When transit through legislation should become much more frequent and thorough.

But the Conference of 1923 marks an important step in the evolution of inter-imperial relations as they affect what I may call the external world. For the first time we have had a specialised economic conference devoted to the examination of the numerous measures required to make co-operation more effective, and communications easier between us in the sphere of trade.

We cannot "look into the seeds of time and say which will grow and which will not," but of this I am confident, that our overseas colleagues have not withheld their hands in giving of their best to the Mother Country, and I look with hope to a plentiful harvest from their labours. (Cheers.)

The Right Hon. W. L. Mackenzie King, representing the Dominion of Canada, said the Imperial Conference had brought general agreement on many subjects of vital interest to them all—over-sea settlement, emigration, increased facilities for commerce, and improvement in the means of communication. At the Imperial Conference they had dealt with larger questions of policy, and when they returned to their respective countries they would be able to present the point of view of all with regard to these questions. There had been made clear at this Conference the means whereby great questions might be dealt with. There was the question of an Imperial Parliament. There was a time when many public men in different parts of the Empire hoped that some day there might be an Imperial Parliament, sitting in London, representing all parts, and making laws for the Empire as a whole. They had discovered that distances were too great to permit of anything of the kind being done at least in our day, so the conception of a great Imperial Parliament at Westminster had disappeared. Then the question of an Imperial Conference or Cabinet was taken up. Much depended upon what was meant by that. If it meant a body of gentlemen sitting in London or elsewhere seeking to frame policies for the Empire as a whole, it must be asked whether it was possible to give to any group of individuals meeting at any one place such power. In Canada, at least, they felt that there was great difficulty in that, so the theory of an Imperial Cabinet to take the place of an Imperial Parliament had disappeared as impracticable.

(Continued on next column.)

believed, Great Britain was the first to start propaganda among enemy troops in the field. Up to that time the German troops had been fighting extremely well, but that propaganda finally shook their conviction that they were waging a defensive war. Colonel Sir Ormonde de L'Epee Winter told how what appeared at first to be a dreadful atrocity committed by the Germans was really the result of the explosion of a shell.

General Edmonds pointed out that he had not accused the Germans of atrocities. The alleged cases which he had investigated had proved to be without foundation. Mr. Francis Gribble, who had voluntarily spent thirteen months behind the German lines, mentioned that he first heard of the Russians arriving in England from a pamphlet thrown from a French aeroplane. The Germans did not know whether they ought to believe the story, but there was evidence of hesitation in their movement of troops. As a prisoner he was extremely fortunate, even in Buchenwald, which he considered proved that the Germans were not all "tarred with the same brush." Many Germans regarded the war as a nuisance, as simply something they had been forced into.

Colonel Boraston gave an amusing comparison of the communications of the different nations.

Yet they felt that something might be done by means of conference, and he believed the Conference that had been held had been of very great utility. As a result of this year's Conference they would all go back home feeling that certain understandings had been reached upon matters that concerned all parts of the Empire alike. He believed they had laid foundations that would be strong, sure, and enduring, and would help to make the Empire all that it should be. (Cheers.) What bound together the different parts of the Empire was not treaties or Constitution, but the inheritance of a common political system. (Cheers.) Canada would seek to do her part in discharging her responsibilities to the sister Dominions and the Mother Country. (Cheers.)

The Right Hon. S. M. Bruce, in his acknowledgments, said that at present time of change it was imperative above everything that they should know and understand each other, and have a true opportunity for allowing the new system to evolve and put itself upon a basis where it would work without friction, and ensure the future stability of the British Empire. The position had been greatly changed by the circumstances of the war, and today the Dominions were not content to resume the position they held in pre-war days. Nothing was going to do more towards the development of the Empire composed of self-governing Dominions, than the two conferences which had just been held. The chairman had made reference to Washington and Franklin, and that had reminded him of the saying of Franklin that "we must all hang together or we shall hang separately." (Laughter.) That was the position of the British Empire. (Hear, hear.)

There were three main questions in which they in Australia were interested—foreign policy, defence and Empire trade relations. Australia took up the attitude that she was entitled to a voice in the framing of the Empire's foreign policy, and that was an opinion that had been brought home to them by the late war. Consequently, they took the view that they would not be plunged into another war without knowing something of the circumstances surrounding it. (Hear, hear.) Although inside the Empire the Dominions were independent, only the Empire itself recognised that position. To every foreign country the British Empire was one and indivisible—(cheers)—and when a foreign nation was at war with the Empire it was "quite useless for one part of the Empire to remain out. (Hear, hear.) Believing that there was no more potent factor in the world today than a great, strong, mighty British Empire, he said there was a vital necessity for personal contact between the different parts of the Empire, and this would be greatly assisted by the development of aerial communications, and particularly of wireless communications, and some way would have to be found out of the difficulties which had arisen in connection with this subject.

EMPIRE DEFENCE.

On the question of defence Mr. Bruce said that Australia felt keenly the necessity for Empire defence being one great whole, and he was glad that the Conference had taken the same view. The Pacific to-day was the most vital part of the world to the Empire, and Australia believed that it was in the interests of the Empire as a whole that provision should be made for a proper naval base in the Pacific, if we were to guarantee the safety of the trade routes for the Empire's commerce. (Hear, hear.) He thought the Conference also came very definitely to the conclusion that the development of Empire trade was essential.

The Hon. W. R. Warren, also responding, said they were aware that last December the United States offered to take part in any inquiry into the conditions in Germany, and that that offer was turned down by France. In that situation it was a happy combination of circumstances that found the Mother Country with her cubs around her, for when the American offer was renewed France accepted it, with certain limitations, and he felt sure that that might have induced the acceptance of the offer that had been rejected twelve months before. (Cheers.)

SAYINGS OF A WEEK.

A young boy would rather learn twenty rules than apply one principle.—Dean Inge.

Saving a nation from politicians sometimes feels like saving a woman from pirates.—Mr. G. K. Chesterton.

There is a better feeling between England and America than we have had since long before the American Revolution.—Mr. Harvey.

The conquest of the air, so jubilantly hailed by general opinion, may turn out the most sinister event that ever befell us.—Mr. Galsworthy.

It is a fundamental principle not only that justice should be fairly administered, but that it should appear to be fairly administered.—Lord Hewart.

The word "fairplay" represents in my judgment the greatest contribution which the English-speaking world has made to human progress.—Mr. Lloyd George.

With all our faults, we are ahead of other nations in probity and fair-mindedness, and genuine desire to promote the advance of the Kingdom of God upon earth.—Dean Inge.

The following forthcoming weddings are announced—Lieut. Neville Lionel John Pisan, R.N.S. Worcester, to Miss Joan Pamela Stuart-Warrington, of No. 18, Draycott Place, London, S.W.2. Mr. G. Robson Haywood, Solicitor, Empress Lodge, Kew, to Miss Violet Constance Searle of Empress Lodge, Kew. Mr. Dr. Alexander James Watson, en route to Pakhoi, to Dr. Louise Griffiths of Pakhoi; Mr. W. A. J. Guards, accountant, Holland and China Trading Company, to Miss H. A. Andrews, of Tientsin.

A NEW WAY TO PAY OLD DEBTS.

A GERMAN INVENTION.

We (London Morning Post) have pointed out more than once that the Germans have invented a new way to pay old debts. By watering their currency they have enabled the debtor to get rid of his obligations for almost nothing at all. One result of this policy is noticed in the "Third Annual Report of the Controller of the Clearing Office (Germany)," which has just been published. The Controller (Mr. Egerton S. Grey) points out that the German Government has violated its Treaty obligations. Whereas a British trader who is indebted to a German national in the sum of 1,000 marks is required to pay £25 to the Clearing Office, the German Government, by internal legislation, has relieved debtor nationals of this obligation under the Treaty.

Even this is not the limit of the indulgence granted by the German Government to its nationals, for in the case of those debtors whose debts were contracted in Allied currency the German Government permits them to discharge their liability by the payment of a sum in marks representing an infinitesimal fraction only of their contractual obligation.

The German Government is convicted by the Controller of a flagrant breach of the Treaty.

The sole cause of the default by the German Government in meeting its obligations to the Allied Clearing Offices is its voluntary and, I submit, unjustifiable departure from the spirit of the provisions of the Treaty. The result of this default has been the imposition upon the British Clearing Office funds an additional burden, estimated at £13,000,000, representing the balance of debt claims, and has diminished *pro tanto* the sum that would otherwise have been available for payment of compensation to British claimants.

It should be borne in mind also that the Treaty provided that Germans whose property in Allied countries was charged should be compensated by their own Government. This compensation has not been paid, solely because of the defaulting policy of Berlin. Yet the Germans and their friends in this country are clamouring that England should return German property, and thus relinquish the sole remaining asset British creditors of German debtors possess. Was there ever a more impudent claim?

ORIGIN OF ELEPHANTS

CAGES 50,000 YEARS OLD DISCOVERED.

Mr. George Johnston, F.Z.S., of Manchester, has "broad cast," from the Manchester Station, an answer to the question, raised in recent issues of the Statesman, where do elephants go before dying.

Like most other animals, elephants realise when their end is near, and they crawl away to the shelter of a bush from the hot sun rays, and make themselves comfortable on a soft, yielding bed of nature's own manufacture.

They are rarely found dead, because their flesh is speedily picked off by carrion eaters.

Elephants, he said, came into being a hundred thousand years ago. Then elephants were no bigger than 3ft. They are a decadent race; they have seen their prime, and they are gradually going back to what they were in size, probably to disappear altogether.

These early elephants were less than the size of the donkey of to-day and resembled the tapir in many ways. A jumbo of that time had a trunk less than 10 inches long, but it was no more than two inches long, and its tusks were even shorter.

Some thousands of years later, came the puto mastodon, which grew to 4ft.; and then there grew the treta bison (meaning four tusks), which added six inches to its stature and developed a second pair of tusks from its lower jaw, probably to help in its search for food in the marshy lands it inhabited.

Marshes in that period seem to have disappeared somewhat, and the lower pair of tusks, finding nothing to do, atrophied at the imperious dictate of nature and the lower jaw went with it.

When the lower tusks began to fall away the little trunk retained its advantage in the struggle for life in the animal kingdom, and as the ivory became less the trunk grew, its own weight even extending it until we have it at its great length of to-day.

Remains of the cages used for confining elephants 50,000 years ago, have been discovered.

Speaking at a farewell banquet, the Maharajah of Alwar declared that time what might India was going to stand by the British Empire. When she had merged from her difficulties and troubles they would find that India was the brightest jewel in the Royal crown.

The tariff reformer puts a conundrum to the free importer which he can answer. The free importer counters by putting a conundrum to the tariff reformer which he cannot answer. No doubt, an able debater could prove both to be equally wrong.—Mr. Andrew Blaine (Chairman), Epsom, Led.

At a meeting of the Imperial Conference on November 9th, a resolution was adopted emphasizing the importance of establishing as quickly as possible an efficient Imperial service of wireless communication, and the Empire should take immediate action to remove any difficulties which are now delaying the establishment of such a service.

In a message sent broadcast to the American people, ex-President Wilson described the United States attitude after the Great War as "deeply noble, forwardly, and disbonourable." He declared that France and Italy between them had made waste-paper of the Treaty of Versailles, and concluded, "The whole field of international relationships is in perilous confusion."

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FORGIVING WIVES.

REFUSING TO EXERCISE THEIR DIVORCE RIGHTS.

Considerable interest is being mani-
fested by the Bar as to the effect of the
Matrimonial Causes Act, giving equality
to the sexes, on the work of the Divorce
Court, says a writer in the *Statesman*.

Critics of Major Eatwistle's Bill brought
forward many arguments against the
measure, the chief being the innate differ-
ence between men and women, a difference
no law could destroy. As is general before
a reformatory measure on radical lines,
conservative critics saw in this Bill the
opening of the gateway which leads to
national decay. They regarded this grant-
ing of equality of rights and remedies as
the first step along the path that was
travelled by Rome—the dissolution of the
marriage contract and the breakdown of
family life.

It is interesting just now to see what
effect the new law has had. How many
women have availed themselves of their
new right? The answer is—Hardly one.

Lawyers, perhaps, even as much as
doctors, see the sunny side of life: they
are in a position to gauge the chief causes
that go to the wrecking of married life.
If none or few women have claimed their
freedom under the new Act it is because
the average woman will not think of des-
erting her home, with the inevitable
consequences to herself and her children,
for a single lapse on the part of her hus-
band. The overwhelming majority of
wives instinctively desire the preservation
of the family. Love may be lessened,
respect may be lacking, yet there remains
those deep-rooted and unanswerable argu-
ments for the maintenance of the family
intact.

PERIODS OF CRISIS.

In most marriages there are periods of
crisis, a time when there is a tendency to
drift. At these times most wives are far
more concerned in guiding their husbands
back to sanity and self-respect than in
rushing off to claim a legal privilege.

The greatest disaster that can happen
to a woman is to witness the breaking up
of her home. It means the wrecking of
her life in most cases, it means the hand-
capping of her children. Therefore it is
instinctive with wives who are mothers
to fight for the preservation of the tie,
not for its dissolution.

I remember once being consulted in an
informal way by a charming woman who
had obtained evidence of her husband's
infidelity. She was the mother of two
charming children, and her marriage had
been, up to that crisis, a very happy one.
She came to me, not to ascertain how she
could get rid of her husband, but how she
could get him back. She was more than
willing to overlook the lapse, her whole
instinct was to evade a catastrophe which
would involve the orphaning of her
children. "It is not a question of for-
giving him," she said, "but of getting
him to want forgiveness."

BANKRUPTCY OF MARRIAGE.

In every marriage there is a critical
phase when things go wrong. It may be
temperamental differences, lack of mutual
interests, misunderstandings arising from
lack of sympathy and mutual forbearance.
It is in these crises that most marriages
come to ruin. But seldom is it because
of the wife. It is usually the man who
forces the pace, overrides duty and
obligation. The woman nearly always
stands for reconciliation and forgiveness.

Hence the little difference to the work
of the Divorce Court which has followed
on the new Act. Women are prepared to
forgive, they will strive to the utmost to
keep intact the marriage; and they will
do this, often in the face of many dis-
couraging conditions. So that one may
be very sure of one thing—those wives who
sue for divorce under the new Act will be
few and far between, and their action will
represent the end of a long, long struggle
to navigate to safety the matrimonial
barge. Such cases will typify, not lack of
capacity to forgive, but the real bank-
ruptcy of everything that makes marriage
sacred, and in those cases the remedy of
the law is the only one which meets the
case.

TROPIC-BORN CHILDREN.

NO EVIDENCE OF MENTAL OR PHYSICAL DEGENERATION.

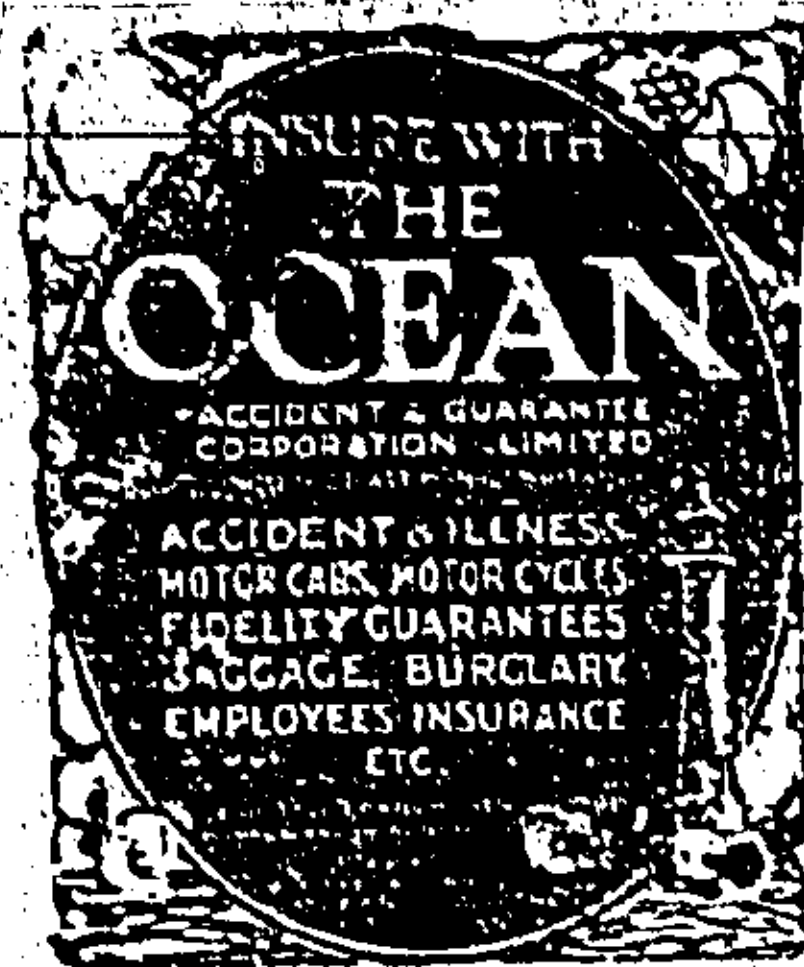
Dr. Cilento (the Director of the Aus-
tralian Institute of Tropical Medicine)
will read a paper before the Australian
Medical Congress, and a discussion of
various aspects of tropical Australia and
the tropical territories from the medical
standpoint will form a feature of the
proceedings of the congress.

An inquiry has been conducted from the
Australian Institute of Tropical Medicine
during the last twelve months concerning
Northern families resident in North
Queensland for two or more generations,
and some very interesting observations
have been obtained. One curious result
has been a composite photograph of a
number of third generation white child-
ren, which bears a remarkably close resem-
blance to the typical Northerner at the
average of the ages included in the com-
posite photograph. The results of the
inquiry have shown very clearly that there
is no evidence of mental or physical degeneration
in the tropic-born grandchildren
of persons who were themselves born in
the Australian tropics.

These results go to confirm the previous
observations made by Dr. Breinl, Dr.
Priestly, and other workers connected
with the Institute in its earlier years of
activity, and expressed by Dr. Breinl and
other speakers at the Australian Medical
Congress meeting in Brisbane in 1920.

TEACHING DANCING BY CABLE.

Anxious to know how to dance the new
"Blue" fox-trot, a cable was sent from
Cape Town to Mr. Casani, a London
dance teacher. Please send chart of Blues
and latest accounts—urgent. He replied
back as follows:—"Walk, taking two
beats to each step, first left right left
forward. Two, join right left right to the
side three-quarter turn to left and twinkle
back in line of dance. Turn both ways
as walking. Dance to ordinary fox slow
time."



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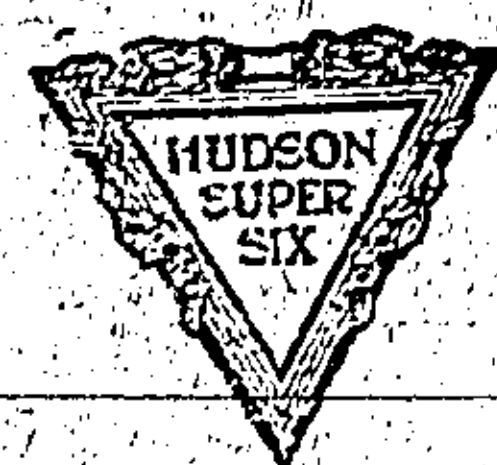
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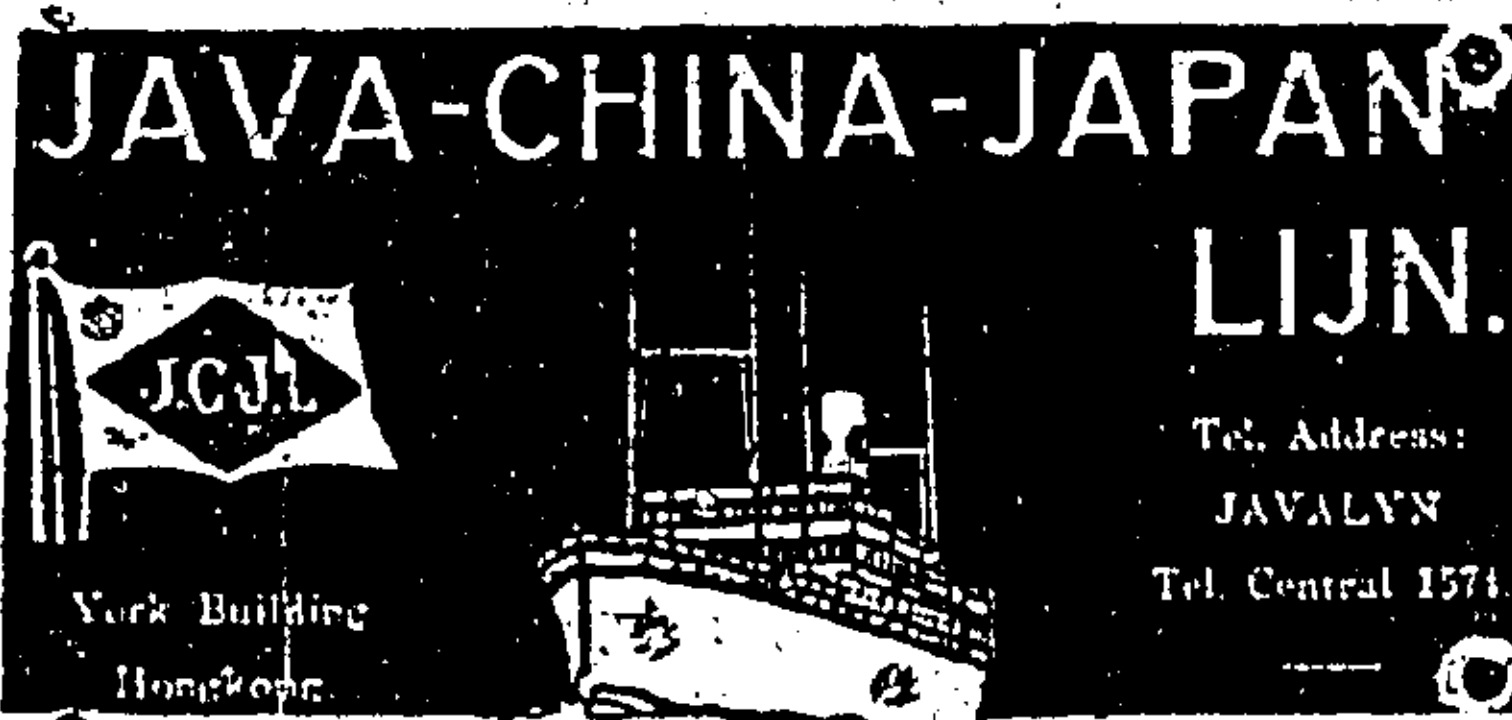
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CHRISTIAN NAMES

In their lately published report on domestic service the Committee found that outside had generally no objection to the use of Christian names, but added that if a maid preferred to be called "Miss So-and-so", it was difficult to understand why her wish should not be respected. The inference is that we have all a right to be called what we like, but, if so, it is one that we are not always entitled to exercise or very successful in enforcing. The question is most often concerned with names given or assumed in the nursery. There does come a time when Tinnie and Totties grow perhaps something too old or too large. Yet there is a horrid wrench in parting with them. The classical Little Tins of Hans Andersen is a case in point. At the very end of the story the Spirit of the Flowers said to her, "You must not be called Tinnie any more. We will call you Maia." Who is there that does not recall an old feeling of resentment in remembering the words? "Twee, twee" sang a sorrowful "Twee, twee" as he left her to fly away to Denmark, and his heart must have been all the heavier for that odious change. It was not Maia who had warmed him under her beautiful carpet of hay, but his own Little Tins, Maia, indeed.

We are bound to the old names by such tender strands that there is an exquisite pain in the breaking of them. There should be some give and take in the matter. Before Etty pushes her desire to be full-blown Henrietta, she should consider something beyond her own dignity. There are rights that it is not well to enforce, and some day in sackcloth and ashes she may be glad to be Aunt Etty to her adoring nephews and nieces. Still more careful should they be who desire by weight of numbers to enforce their own sense of propriety against the wishes of an individual. There was once a father who had been brought up by his children as "Pappa." When they announced that they meant to convert him into "Father" he said, "I would rather you called me dog." There is mute, dog-like pathos in the implied appeal that must have been hard to reject. Yet rejected it was. We are apt to be a little too self-conscious about these questions. We are so fond of the childish names that the mere possibility of someone thinking them ridiculous makes us wince. Or we fear that they may be profaned by the outside world using them. But the outside world is usually less interested or has a greater sense of decency than we suppose. If such a strong-minded young lady as Miss Betsy Amory wants to be called Blanche, it is impolite to resist her; but in the ordinary case it is better to leave the question to Nature, neither ruthlessly killing off the old names nor artificially fostering them.

There is always some awkwardness in making a change, and outside the family circle men have undoubtedly an easier task than women. In the war time ladies who worked as V.A.D.'s acquired the habit of calling each other by their surnames without prefix, but it has not persisted, and they have to make one big leap of it, from the commonest to the intimate. Men can advance more gradually. First the "Mr." flukes off almost imperceptibly, and so the way is paved for the step to Christian names. It is one requiring some courage and a right instinct, but it becomes less momentous every day. Anybody who has a small boy at school cannot fail to observe that he talks of his contemporary by his Christian name, even though adding the information that he is a fool and he hates him. That small boy's grandfather very likely called his dearest friend by his surname all his life, and to him the modern fashion may seem rather too familiar. It is true that the friendliness of address, by growing commoner, loses something of its value, but on the whole we like to be paid the implied compliment of a Christian name. It is seldom that we feel inclined to draw ourselves up and say, "Sir, my name is Mr. So-and-so." In the case of those who so offend us, this is often the lightest of their crimes. They have often shuddered, and any other name by which they called us would smell as sweet. The taking of this particular step becomes ever simpler for us as we grow older and harder for other people. We can flatter youth by taking it, and youth does not appreciate with what pathetic ease it can flatter us. So, with the game in our own hands, it behoves us to be reasonably towards in our middle age, lest there come a time when we are "Mr. So-and-so" to the whole of a snubbed and frigid world.

USELESS CAMPHOR

DESTRUCTIVE MOTHS SAID TO THRIVE ON IT.

Scientists are trying to rob us of the venerable household tradition that camphor and naphthalene sprinkled on clothes will keep away moths.

According to their views (expressed in Nature) neither substance is of any use at all. Mr. R. G. Johnston writes:—"Henri Fabre found camphor and naphthalene to have no effect on moths; indeed I have found these insects uttering different to such obnoxious substances." Doubt is expressed as to whether a moth is capable of smelling at all.

The head of the fur department of a leading West End firm told the Daily Mail: "We find that enclosing naphthalene or camphor with furs when they are put away does to a large extent keep out the moth. But if there should be moth in the furs at the time they are put away, or moth is hatched from eggs in the fur, the camphor or naphthalene will not exterminate them; in fact, they seem to thrive on it. It is a preventive, but not a cure."

"The only sure way to prevent moths ravaging a fur is to put it in storage below freezing point. Then it is impossible for any eggs to hatch out."

The experience of an official of the entomological section of the Natural History Museum was that naphthalene was the only thing to keep moths away. "Put naphthalene balls with the clothes," he said, "and then wrap the clothes in stout paper, taking care to pin it well all round, so that nothing can get in. Then they will be quite safe from moth. It is no good putting the clothes in a drawer and just sprinkling them with a few naphthalene balls."

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(Signed) Mrs. E. Adams, Mill Rd., Over, Cambs., Eng.

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The climate is equable. It is sunny but temperate, being neither so inclement in winter as that of Northern Europe, nor so enervating in summer as that of the East. It is a genial, wholesome climate in which Europeans thrive.

The rougher work in South Africa is done by coloured labourers and domestics. Educational facilities are good, the young can now take their University degrees in South Africa. The larger towns are modernly equipped, and many of the smaller ones are very congenial residentially. There are numerous resorts—mountain, river and marine, for an occasional change. Sport is plentiful. The cost of living and income taxation compare favourably with these elsewhere.

In short the Union of South Africa is an uncommonly attractive country.

Full particulars may be obtained from the Publicity Agent, Office of the High Commissioner for the Union of South Africa, Trafalgar Square, London, W.C. 2. Specify requirements.

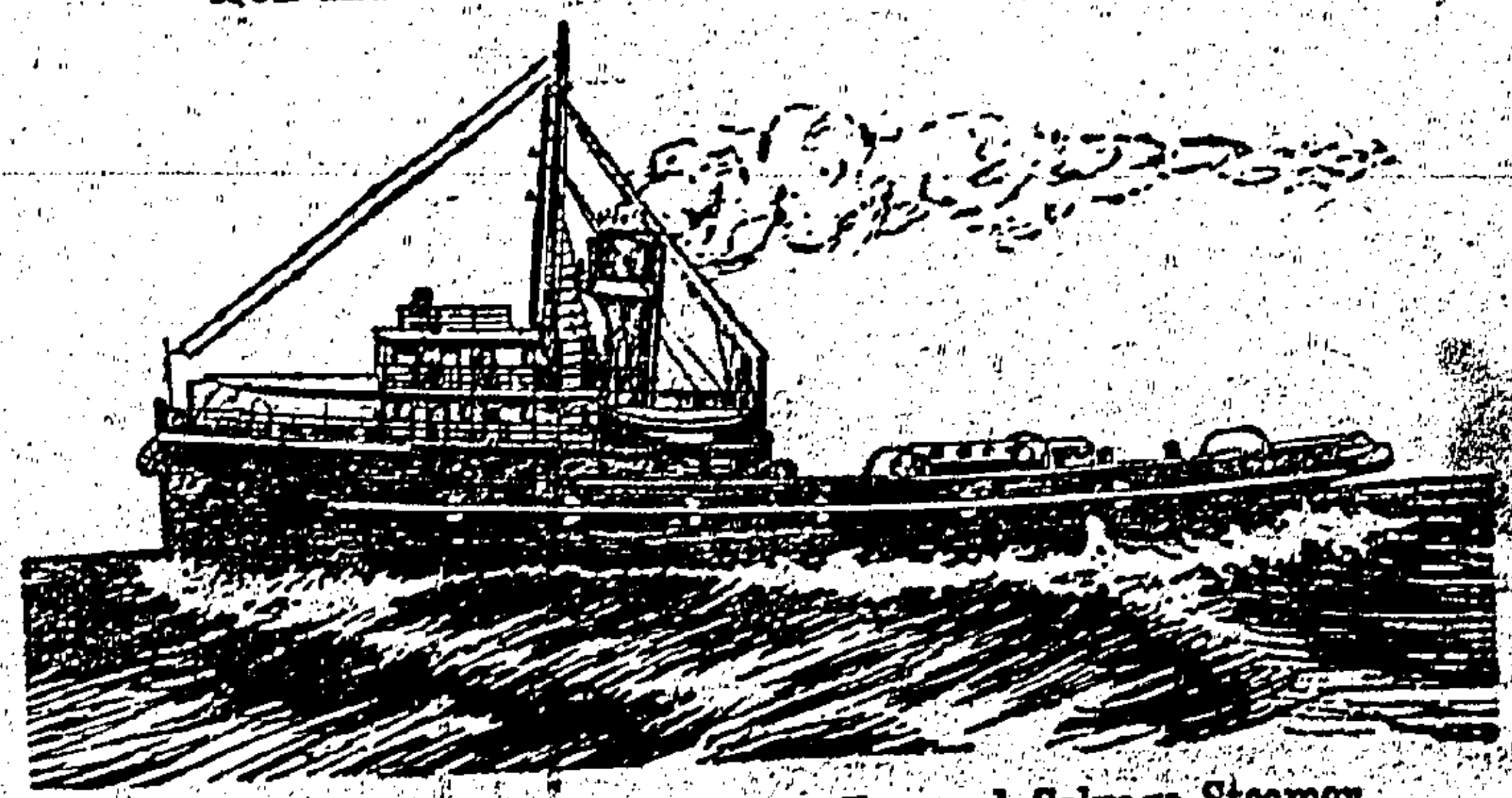


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Kobe via MOI	"NAMSANG" ... Thursday, 27th Dec, 4 p.m.
HAIPHONG via HOIHOW	"CHIPSANG" ... Friday, 28th Dec, 10 a.m.
MANILA	"YUENSANG" ... Sunday, 30th Dec, 11 a.m.
SHANGHAI via SWATOW	"CHUNSHANG" ... Sunday, 30th Dec, 7 a.m.
BANGKOK via HOIHOW	"MAUSANG" ... Sunday, 30th Dec, 10 a.m.
STRAITS & CALCUTTA	"HOSANG" ... Monday, 31st Dec, 3 p.m.
TSINGTAU via SWATOW	"FAUSANG" ... Wednesday, 2nd Jan, 7 a.m.
SHANGHAI	"MAUSANG" ... Thursday, 3rd Jan, 1 p.m.
SANDAKAN	"HOSANG" ... Tuesday, 8th Jan, 3 p.m.
STRAITS & CALCUTTA	"YATSHING" ... Wednesday, 9th Jan, 7 a.m.
TSINGTAU via SWATOW	"KUTSANG" ... Thursday, 17th Jan, 7 a.m.

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SHIPPING NEWS

ARRIVALS.

December 23rd.
Caravelas, French str., 1,917 tons, Capt. La Core, from Saigon, with a cargo of rice, lying at buoy No. B22.—Optorg & Co.
Feeding, British str., 1,223 tons, Capt. J. McHugh, from Shanghai, with a general cargo, lying at buoy No. B24.—J. M. & Co.
Huifeng, British str., 1,116 tons, Capt. Ellis Walker, from Foochow and Amoy, with a general cargo, lying at Douglas wharf.—Douglas S.S. Co.
Jade, French str., 230 tons, Capt. Le Chevalier, from Haiphong and Hongkong, with a general cargo, lying at buoy No. C66.—Kai Yue.
Laurelton, British str., 4,299 tons, Capt. A. H. Smith, from Birkenhead and Singapore, with a general cargo, lying at Holt's wharf.—B. & S.
Yutan Maru, Japanese str., 338 tons, Capt. K. Lanakoshi, from Keelung, with a cargo of coal, lying at buoy No. C47.—V.R.R.
Yomei Maru, Japanese str., 7,150 tons, Capt. S. Mamiura, from Moji, with a general cargo, lying at Kowloon wharf.—N.Y.K.
 December 24th.
Anamba, British str., 1,159 tons, Capt. D. R. Peterson, from Singapore, lying at Taikoktsui.—Asiatic Petroleum & Co.
Campinas, French str., 1,973 tons, Capt. L. Vessiere, from Saigon, with a cargo of rice, lying at buoy No. B23.—Optorg & Co.
Chambord, French str., 7,562 tons, Capt. L. Sangny, from Yokohama and Shanghai, with a general cargo, lying at buoy No. A4.—M.M.
Cherbon Maru, Japanese str., 2,491 tons, Capt. C. Hidaka, from Moji, with a general cargo, lying at buoy No. A27.—Nanyo Yusen Kaisha.
Seichuen, British str., from Canton, lying at buoy No. B9.

Hongkong, British str., 1,034 tons, Capt. A. Mackenzie, from Penang and Singapore, with a general cargo, lying at buoy No. A6.—Song Soon Hong.
Kanchow, British str., 1,220 tons, Capt. Wm. Tonkin, from Shanghai and Amoy, with a general cargo, lying at buoy No. B12.—B. & S.
Kufuku Maru, Japanese str., 4,299 tons, Capt. H. A. Kiyashi, from Singapore, with a general cargo, lying at Kowloon wharf.—N.Y.K.
West Choptak, American str., 4,320 tons, Capt. H. A. Wilhelmson, from San Francisco, with a general cargo, lying at buoy No. B23.—Struthers & Barry.

CLEARANCES.

December 23rd.
Calcutta, for India.
Ceylon Maru, for Singapore.
Durban Maru, for Shanghai.
Kamakura Maru, for Kobe.
Krangler, for Canton.
Namur, for Hongkong.
Wingtai, for Kowloon.
 December 24th.
Anamba, for Shanghai.
Antelope, for Singapore.
Astral, for Batavia.
Chambord, for Saigon.
Feeding, for Hongkong.
Formosa, for Canton.
Huifeng, for Kwang Chow Wan.
Huifeng, for Shanghai.
Kanchow, for Canton.
Kiangsu, for Swatow.
Kufuku Maru, for Keelung.
Kutichow, for Canton.
Kwangtung, for Swatow.
Laurelton, for Shanghai.
Limchou, for Pakhoi.
Preduce, for Haiphong.
Sunli, for Kwang Chow Wan.
Seichuen, for Amoy.
Yutan Maru, for Hongkong.
West Choptak, for Manila.
Yutan Maru, for Canton.
Yomei Maru, for Singapore.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M/S. "MALAYA"

will be loading for VALENCIA, DUNKIRK, ROTTERDAM, AMSTERDAM, HAMBURG optional LONDON, COPENHAGEN and other SCANDINAVIAN PORTS.

About 14th January, 1924

Particulars	Expected on or about	Will leave homeward-bound on or about
M/S. "Annam"	5th January	4th February, 1924
S/S. "Transvaal"	20th January	—
S/S. "Kins"	23rd January	6th March.
S/S. "Erie"	4th February	—
M/S. "Asia"	10th February	—
M/S. "Java"	6th March	—

Subject to change without notice.
 For further particulars please apply to—

JOHN MANNERS & CO., LTD.

KONINKLYKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN CLOON"

will be despatched to

SINGAPORE, PENANG via BELAWAN-DELI DIRECT.

5th January, 1924.

1st Class Fare to Singapore—\$100.

This vessel offers excellent saloon accommodation.
 All lower berths. Doctor carried.
 English cuisine. Wireless telegraph.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

For Freight and passage apply to—

JAVA-CHINA-JAPAN-LYN.

Telephone Central No. 1674. Agents

CANADIAN PACIFIC

HOME VIA CANADA

Hongkong to England
 via Shanghai, Nagasaki, Kobe, Vancouver, Montreal & Quebec.
 From Hongkong: Jan. 10, Jan. 25, Montreal; Feb. 8, Feb. 15, England.
 From Vancouver: Feb. 7, Feb. 25, Montreal; Mar. 7, Mar. 14, England.
 From Montreal: Mar. 13, Mar. 31, Montreal; Apr. 11, Apr. 18, England.
 Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.
 Allotment of Cabins on Atlantic steamers held here and through tickets issued.
 Early reservation necessary.

HONGKONG-MANILA SERVICE
 Commencing with the arrival of the *Empress of Russia*, 25th March, the *Empress of Russia* and *Empress of Asia* will make the round trip to Manila from Hongkong, leaving Hongkong on Wednesday after arrival, arriving Manila Friday Morning, leaving Manila Saturday Evening and arriving Hongkong Monday Morning, 7 A.M.

Three Trans-continental Trains Daily.
 Standard Sleeping Cars, Compartments & Drawing Rooms.
 Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department: Tel. 754. Cables: OACANPAC.
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T. K. K.

THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE.
 £120 £112 £110
 First class throughout. Mono-class steamers on the Atlantic.
HONGKONG TO SAN FRANCISCO.
 VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.
STEAMERS LEAVE HONGKONG
TENYO MARU (calling at Manila) 22,000 tons, Jan. 6th, 1924.
KOREA MARU (calling at Manila) 20,000 tons, Jan. 17th, 1924.
SHINYO MARU (calling at Manila) 20,000 tons, Feb. 1st, 1924.
BIBERA MARU (calling at Manila) 20,000 tons, Feb. 16th, 1924.
HONGKONG TO VALPARAISO.
 VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALIAGO, MOLLEND, ABICA AND IQUIQUE.
THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.
STEAMERS LEAVE HONGKONG
RAKUYO MARU 13,500 tons, January 15th.
JAPAN-HONGKONG-JAVA SERVICE.
 between OSAKA, KOBE, MOJI, DAIREN, HONGKONG, BATAVIA, SAMARANG AND SOERABAYA.
STEAMER DESTINATION LEAVE HONGKONG
PERSEA MARU (Batavia, Samarang & Soerabaya) December 27th.
NEW YORK LINE. (Freight only.)
 VIA JAVA AND SUER.
STEAMER LEAVE HONGKONG
 For full information regarding Passengers, Freight & Sailings.
 Apply to—
 Agents at Canton: Y. TSUTSUMI, Manager, King's Building, Tel. No. C. 2374 & 2375.
 Messrs. T. E. GRIFFITH.

COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line
 For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID, BARCELONA and other SPANISH PORTS.
S.S. "ISLA DE PANAY" ... 8th Feb., 1924.
 For SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.
S.S. "ISLA DE PANAY" ... 19th Jan., 1924.
 The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers.
 Stewards and Doctor carried.
 For Freight and/or passage apply to—
BOTELHO BROS.
 Alexandra Building, Hongkong.



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGER
 THE NEW FAST AMERICAN STEAMERS TO
SEATTLE & VICTORIA
 SHANGHAI-KOBE-YOKOHAMA.
"PRESIDENT GRANT" ... Jan. 5th.
"PRESIDENT MADISON" ... Jan. 17th.
TO EUROPE—£120—£112—£110
 First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclines and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.
TO MANILA
"PRESIDENT GRANT" ... Dec. 27th.
"PRESIDENT MADISON" ... Jan. 6th.
 Through Bills of Lading to all United States and Canadian Oceanic Points, also via Panama Canal Lines to Atlantic Ports.
 Copies of this paper are on file in ADMIRAL ORIENTAL LINE OFFICES, New York, Chicago, Seattle.
 For Passage and Freight Booking apply to—
ADMIRAL ORIENTAL LINE
 Hongkong and Shanghai Bank Building (Ground Floor).
 Telephone: Central 2477 & 2478. No. 4, Des Voeux Road.

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT WILSON" ... Sunday, Jan. 13th, at 10 a.m.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT

SAN FRANCISCO
 LOS ANGELES
 SALT LAKE
 CHICAGO
 NEW YORK

CONNECTING WITH ANY

DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.

VISIT

YOSEMITE
 GRAND CANYON
 FEATHER RIVER
 YELLOW STONE PARK
 NIAGARA FALLS.

HONGKONG-MANILA

S.S. "PRESIDENT WILSON" ... Friday, Jan. 4th, at 4 p.m.
 S.S. "PRESIDENT LINCOLN" ... Wednesday, Jan. 23rd, at 4 p.m.

HONGKONG-CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE GILANO" ... Friday, Jan. 4th, 1924, at 6 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: Tel. Central 141. Canton Agents: HOLYOAK MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports
 Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
 Through passage rates to Europe via America G.2405, G.2420, G.2440
KAGA MARU ... Tuesday, 8th Jan., at 11 a.m.
ITO MARU ... Monday, 29th Jan.
MARSHILLES, LONDON & ANTWERP via Singapore, &c.
HAKONE MARU ... Wednesday, 16th Jan., at 11 a.m.
HAMBURG via LONDON & ROTTERDAM.
LIVERPOOL via MARSHILLES & VALENCIA.

SYDNEY & MELBOURNE via Manila, &c.
YOSHINO MARU ... Wednesday, 16th Jan., at 11 a.m.
AKI MARU ... Wednesday, 13th Feb.

NEW YORK & BOSTON via PANAMA

TATSUNO MARU ... Saturday, 12th Jan.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAWACHI MARU (calling Delagoa Bay) ... Monday, 31st Dec.

BOMBAY via Singapore and Colombo.

TAMBA MARU ... Friday, 28th Dec.

GENOA MARU ... Monday, 31st Dec.

CALCUTTA via Singapore, Penang & Rangoon.

AWA MARU ... Thursday, 3rd Jan.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Thursday, 10th Jan.

SHANGHAI, KOBE & YOKOHAMA.

AKITA MARU (Moj, Kobe, Yokkaichi & Yama.) ... Monday, 21st Dec.

MITO MARU ... Sunday, 30th Dec.

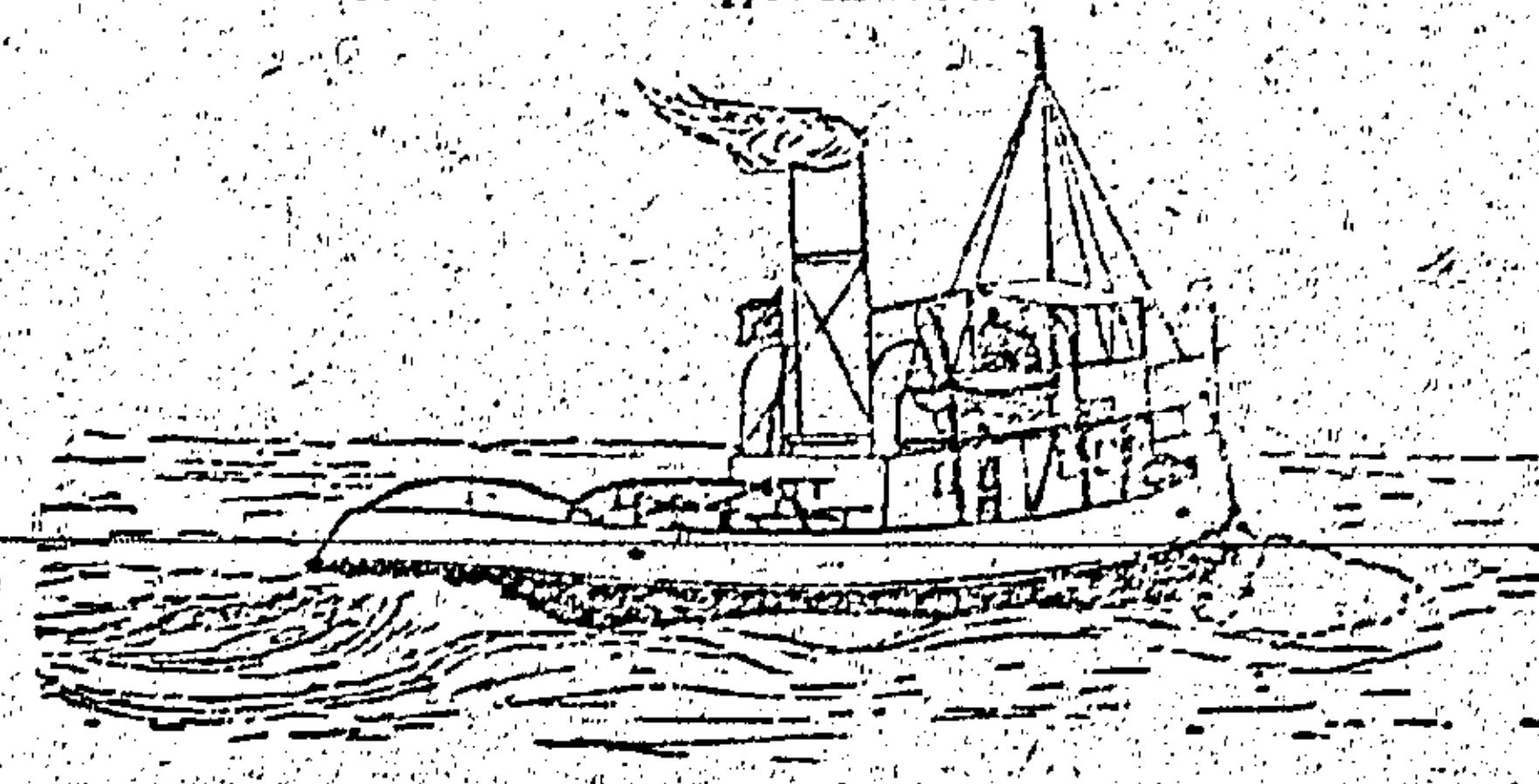
FUSHIMI MARU ... Tuesday, 1st Jan.

For further information apply to—**NIIPPON YUSEN KAISHA**
 Telephone: Central Nos. 232, 233 & 2422. Y. YAMAMOTO, Manager.

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-erection abroad.



CHARTERS THE BOAT "LION" BUILT BY W. S. BAILEY & CO., LTD.
 Rollers, Makers, Founders and Constructional Engineers and Repairers

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.

Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG & HAIPHONG.

SAILING FROM HONGKONG.

For HAIPHONG via Hoihow & Pakhoi

1. "NANYO MARU" No. 1 ... on or about 27th Dec.

For KEELUNG via Swatow & Amoy

1. "TAIKWA MARU" ... on or about 27th Dec.

For further particulars, please apply to—

B. MITARAI, Agent.

No. 47, Bonham Street, Wm. Tel. Central No. 155.

Top Floor, King's Building, Tel. Central No. 140.

ELLERMAN

BUCKNALL

STEAMSHIP

COMPANY, LTD

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

"CITY OF PARIS" 2nd January Marseilles, London, Rotterdam
Hamburg & Hull.

PASSENGER SERVICE.

"CITY OF PARIS" 2nd January Marseilles, London, etc.
"CITY OF CANTERBURY" 12th January Shanghai & Kobe.
"CITY OF CANTERBURY" 21st February Marseilles, London, etc.
"CITY OF YORK" 30th March Do.
"CITY OF CAIRO" 18th April Do.

FARES TO LONDON.

Single 1st Class "A" ... 2nd "B" ... 3rd "C" ... 4th "D" ... 5th "E" ...
Return "A" ... 1st "B" ... 2nd "C" ... 3rd "D" ... 4th "E" ... 5th "F" ...
Cargo Steamers, Saloon Passage £56.

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Joint Service of the

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AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"COLORADO" via Suez Canal 4th Jan., 1924.
"PELUS" via Suez Canal 15th Jan. "
"LANGTON HALL" via Suez Canal 25th Jan. "

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—
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HONGKONG AND CANTON.

HOLYOAK, MASSEY & Co., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Next Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
PAUL LECAT	...	...	7th Jan., 1924.
ANDRE LEBON	...	...	21st Jan. "
AMBOISE	...	...	4th Feb. "
CORDILLERE	...	...	18th Feb. "
ANGERS	...	...	3rd Mar. "

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).
A CLASS (1st Class) £ 55. 0s. 0d.
B CLASS (1st Class) £ 30. 0s. 0d.
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Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

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"MEINAM" leaving for MANILA, MARSEILLES, HAVRE,

ANWYMP, & DUNKIRK, about 11th January, 1924.

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21 CONSIGNATION—TRANSIT—REPRESENTATION.

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HONGKONG AND SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Coast Steamers leaving good
accommodation for First-Class Passengers, Electric Light and Fans in staterooms,
Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG Capt. Ellis Walker Wednesday, 26th Dec., at 1 p.m.
HAIPHONG Capt. F. J. Gil Friday, 28th Dec., at 1 p.m.
HAIPHONG Capt. W. C. Farnham Wednesday, 2nd Jan., at 12 Noon.

*Calling at Amoy for Passengers only.

Arrive and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LARRAIK & CO.,

General Manager

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

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MITSUBISHI SHOJI KAISHA

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MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Year	From Hongkong (about)	Destination
"KAISAR-I-HIND"	11,430	29th Dec, Noon	B'way, Marse, Gib, L'don & A'warp.
"KHYA"	9,097	18th Jan.	Marseilles, London & Antwerp.
"SICILIA"	8,513	18th Jan.	S'pore, Penang, Colombo & Bombay.
"MACEDONIA"	11,098	28th Jan.	B'way, Marse, London & Antwerp.
"KASHGAR"	8,540	28th Jan.	S'pore, Penang, Colombo & Bombay.
"SOUHAN"	8,566	13th Feb.	B'way, Marse, London & Antwerp.
"KORSA"	10,511	23rd Feb.	Marse, London & Antwerp.
"KARMALA"	9,058	8th March	B'way, Marse, L'don & A'warp.
"NADDERA"	15,983	22nd March	S'pore, Penang, Colombo & B'way.
"SICILIA"	8,513	22nd March	Marseilles, London & Antwerp.
"KHYBER"	8,014	5th April	S'pore, Penang, Colombo & B'way.
"CHINA"	7,982	18th April	Marseilles, London & Antwerp.
"SOUHAN"	8,566	28th April	S'pore, Penang, Colombo & B'way.
"KALYAN"	9,118	3rd May	Marseilles, London & Antwerp.
"KASHMIR"	8,960	17th May	do.
"KHYA"	9,097	31st May	do.

BRITISH INDIA - APCAR SAILINGS

"TAKADA"	8,943	28th Dec, 1 p.m.	Singapore, Penang & Calcutta.
"TORILLA"	8,205	22nd Jan.	do.
"JAPAN"	8,052	2nd Feb.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	5th Jan.	Manila, Thursday Island, Cairns,
"ST. ALBANS"	4,500	2nd Feb.	Townsville, Brisbane, Sydney
"EASTERN"	4,000	27th Feb.	& Melbourne.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver,
The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"KASHGAR"	8,540	28th Dec.	Shanghai, Moji & Kobe.
"TORILLA"	8,205	31st Dec.	Amoy, Shanghai, Moji & Kobe.
"SICILIA"	8,513	31st Jan.	Shanghai.
"ST. ALBANS"	4,500	8th Jan.	Moji & Kobe.
"KORSA"	10,511	12th Jan.	Shanghai, Moji & Kobe.
"KARMALA"	9,058	26th Jan.	do.
"SOUHAN"	8,566	1st Feb.	Shanghai.
"EASTERN"	4,000	2nd Feb.	Shanghai, Moji & Kobe.
"NADDERA"	15,983	9th Feb.	Shanghai.
"KHYBER"	8,014	23rd Feb.	do.
"CHINA"	7,982	6th Mar.	Moji & Kobe.
"ARAFURA"	6,000	13th Mar.	Shanghai.
"SICILIA"	8,513	13th Mar.	Shanghai, Moji & Kobe.
"KALYAN"	9,118	22nd Mar.	Shanghai.
"KASHMIR"	8,960	4th Apr.	do.
"SOUHAN"	8,566	9th Apr.	Shanghai.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must carry their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by B.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in line of the region of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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Agents.

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PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast

freight steamers.

For BOSTON

and

NEW YORK

S.S. "GABRIEL PRINCE" 9th Jan., 1924.
S.S. "GOTHIC PRINCE" 28th Jan. "

For freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED

(Incorporated in Great Britain)

St. George's Building

Telephone: Central 5184

Telegrams (Furness)

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore

Colombo, Suez and Port Said.

"ALTAI MARU" Sunday, 10th Feb.

RIO DE JANEIRO, SANTO & BUENOS AIRES—via Saigon.

Singapore, Colombo, Durban and Capetown.

"PAOAMA MARU" Tuesday, 8th Jan.

SOMBAI via Singapore and Colombo.

"SHUNGO MARU" Sunday, 30th Dec.

"BOHEO MARU" (Calls at Penang) Friday, 4th Jan.

SAIGON, SINGAPORE & BANGKOK.

"BOHEO MARU" Wednesday, 2nd Jan.

CALCUTTA via Singapore & Rangoon.

"MALAY MARU" Thursday, 10th Jan.

VICTORIA, BATAVIA, TAOMA & VANCOUVER via Shanghai and Japan Ports.

"MANILA MARU" Saturday, 10th Jan.

NEW YORK via Japan Ports, San Francisco and Panama.

"HAMBURG MARU" Middle of Dec. from Shanghai.

"ALTAI MARU" Middle of Jan.

JAPAN PORTS—Moji, Kobe, Osaka, Yokohama & Nagoya.

"ALTAI MARU" Tuesday, 25th Dec.

KEELUNG via SWATOW & AMOY.

"KALYAN MARU" Sunday, 30th Dec, 10 a.m.

"AMAKUSA MARU" Sunday, 6th Jan, 10 a.m.

TAKAO Sunday, 6th Jan, 10 a.m.

TAKAO & KEELUNG.

"SOBBU MARU" Friday, 4th Jan.

SOURABAYA MARU.

For further particulars please apply to—

OSAKA SHOSHEN KAISHA

K. SHIMA, Manager.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Date of Departure
AMOY & SHANGHAI	On 25th Dec., D.L.
SWATOW & BANGKOK	On 25th Dec., 2 p.m.
SWATOW & AMOY	On 26th Dec., 10 a.m.
MANILA	On 26th Dec., 4 p.m.
PAKHOI & HAIPHONG	On 27th Dec., 10 a.m.
SWATOW & SHANGHAI	On 27th Dec., 10 a.m.
HONGKONG	On 27th Dec., Noon.
HONGKONG & SINGAPORE	On 27th Dec., D.L.
SHANGHAI & TIENTSIN	On 29th Dec., D.L.
AMOY & SHANGHAI	On 1st Jan., D.L.
SWATOW & BANGKOK	On 1st Jan., 10 a.m.
MANILA	On 2nd Jan., 4 p.m.
HAIPHONG & PAKHOI	On 3rd Jan., 10 a.m.
SWATOW & SHANGHAI	On 4th Jan., 10 a.m.
SHANGHAI & TIENTSIN	On 5th Jan., D.L.

SHANGHAI LINE.—Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow) and extending to Peking, Tientsin (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through B/Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

HONGKONG LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

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Agents.

CARGO & PASSAGE CAN BE ISSUED AT THE OFFICE OF SUTHERFIELD & SWIRE (Sole Agents & S.S. Co., Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Kobe.
"KUT"	3rd January.	6th January, 1924, D.L.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

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Telephone Central No. 84.

DODWELL & CO., LIMITED

NEW YORK BERTH

For NEW YORK & BOSTON via SUEZ

S.S. "KENDAL CASTLE" sailing on or about 28th Jan.

LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL ITALIAN PORTS, ALSO CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

PIUMI having been re-opened for Traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR SHANGHAI YOKOHAMA & KOBE.

S.S. "PERGIA" sailing on or about 3rd Jan.

S.S. "ANNA" sailing on or about 6th Jan.

S.S. "ROSANDRA" sailing on or about Early Feb.

FOR BRINDISI, VENICE & TRIESTE

via SINGAPORE, PENANG & COLOMBO.

S.S. "DUCHESSA D'AOSTA" sailing on or about 1st Jan.

S.S. "PERGIA" sailing on or about 7th Feb.

*This steamer has been specially chartered to facilitate the forwarding of cargo intended for the reconstruction of the devastated areas in Japan.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

A STEAMER sailing from Calcutta on or about Early Jan.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

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OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE

U.S.S. "West Prospect" 1st Jan. Leave Hongkong

U.S.S. "West Prospect" 3rd Jan. Leave Hongkong

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WESTERN

SAILINGS FOR ATLANTIC SEABOARD PORTS, THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO SINGAPORE.

U.S.S. "West Paragon" 27th Dec. Leave Hongkong

U.S.S. "West Paragon" 28th Dec. Leave Hongkong

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO MANILA AND P. I. PORTS.

U.S.S. "West Chopaka" 24th Dec. Leave Hongkong

U.S.S. "West Chopaka" 25th Dec. Leave Hongkong

For Full Information Apply to

STRUTHERS AND BARRY.

1st Floor, Queen's Building,

Phone Central No. 5006.

A. E. FRANKS,

Acting Gen. Agent.

JAPAN-CHINA-PHILIPPINES

INDO-CHINA-STRAITS & JAVA.

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